

COACH AND

The PSV Industry's News Weekly

WEEK

ISSUE 153 FEBRUARY 4 1995

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THE MAD BAD BAN

Reaction to
Mawhinney's whim



COUNTDOWN SPREADS THE WORD

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COACH AND BUS

The PSV Industry's News Weekly

WEEK

ISSUE 153 FEBRUARY 4 1995

WE knew he would, prayed he wouldn't and are furious he has. Yes, Dr Brian Mawhinney bit the bullet and made the wrong decision. Coaches over 7½ tonnes GVW are to be banned from the outside lane of motorways with three or more lanes from 1 January 1996.

The announcement came in answer to an innocuous Parliamentary Question from Cheryl Gillan MP (Chesham and Amersham) but the leaks had softened the blow (*Coach and Bus Week*, 28 January). However, as with all bad news, it doesn't matter how well you are prepared, the shock is never lessened.

Dare we say that the views of the coach and bus industry have been ignored? What happened to the results of the consultation? The DoT says there was strong support for the ban. Guess who from: The Association of Chief Police Officers, the AA, Magistrates Association, and the Parliamentary Advisory Association for Road Safety.

Excuse us, but the expert bodies in this impressive list seem to lack but one small snippet of knowledge

'Dr Mawhinney concedes that coaches are one of the safest forms of road transport, so why put that record in jeopardy? The consequences of Dr Mawhinney's decision will leave coaches and their passengers with nowhere to go when the truck in front pulls up quickly and the one behind fails to stop'

— how to operate and drive coaches.

Dr Mawhinney concedes that coaches are one of the safest forms of road transport, so why put that record in jeopardy?

The consequences of Dr Mawhinney's decision will leave coaches and their passengers with nowhere to go when the truck in front pulls up quickly and the one behind fails to stop.

His justification is linked to the effects of 65mph speed limiter settings. It is thought that a coach using the outside lane could force car drivers to respond with harsh braking and illegal undertaking manoeuvres.

In a rather bizarre observation the DoT says the outside lane has historically been restricted to vehicles that can legally travel at 70mph. Yet this Spring the south western segment of the M25 is to be the first motorway with variable speed limits to control congestion. If traffic is heavy the limit will be cut from 70mph to 60mph or even 50mph.

For those who draw consolation from the inference that the ban is a trial — think again. The ban will be reviewed as soon as two years' accident data are available. That will almost certainly take longer than two years to accumulate and in any case it's heads Dr Mawhinney wins, tails we lose. Motorway U-turns are illegal.

Coach and Bus Week is published by Emap Response, part of Emap Business Communications, Wentworth House, Wentworth Street, Peterborough PE1 1DS
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Classified Advertising 01733 898111
Fax 01733 62656

ISSN 1351-3877

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0181 868 6625

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Coach and Bus Week is available only by pre-paid subscription

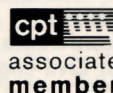
Domestic subscription rate is £49 per year; Europe £92 and worldwide air mail £124. All rates include postage

Contributions should be sent to The Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS

The editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy

Typesetting and origination: Meridian In Colour, Newark Road, Peterborough
Printing: Staples Printers, Kettering

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COACH AND BUS WEEK ENDING 4 FEBRUARY 1995

■ **Head-to-head competition** between employee-owned GMS Buses of Stockport and Stagecoach Ribble of Preston in two areas of the north west is set to end next month. Page 6

■ **Liverpool union officials** are preparing to claim for up to 6.25 per cent pay increases after rises of up to 20 per cent for MTL Trust Holdings' six executive directors. Page 7

■ **An historic decision** by Guernsey's States of Deliberation (the island's government) last week has broken the 14-year monopoly of public bus services on the island. Page 8

■ **Barnsley-based Yorkshire Traction** has received five Scania FlexCi single deckers — the first with East Lancs' new European-style body. Page 10

■ **Runcorn Busway services** are being upgraded with 14 new East Lancashire-bodied Dennis Darts. Page 11

■ **London Transport Buses** has unveiled its largest-yet Countdown real-time passenger information system. Page 12

■ **A new passenger ferry** service is being launched on defunct Olau Line's Sheerness-Vlissingen route in early April. On Tour news page 16

COACH AND BUS EVENTS

● 7-9 February: Third Annual Integrated Communications '95, The ISDN User Show Conference. Details on 01733 394304

● 14-16 February: Smart Card '95. International advanced card exhibition and conference, Olympia 2, London. Details from Conference Secretariat, QMS Ltd, PO Box 277, Peterborough, PE2 6UN, tel 01733 394304, fax 01733 390042

● 16 February: Buses Worldwide meeting, Fred Tallent Hall, Drummond St, Euston, London NW1. Illustrated talk on Spanish Islands by Graham Westcott. Details from Ian Johnson on 01252 617408

● 28 February: Omnibus Society London Meeting, London Transport HQ, 55 Broadway, London SW1, 5th floor meeting rooms, 6.45pm. Speaker Keith Moffat, general manager The Oxford Bus Company. Details from Barry Le Jeune on 0171 918 3295

● 2 March: Coach and Bus Week Coaching for Profit seminar for coach operators. Sponsored by Volvo and run in association with Peloton Management Ltd. Details from Dept PML, Coach and Bus Week, EMAP Response Publishing, Wentworth House, Wentworth Street, Peterborough PE1 1DS. Tel 01733 63100 or fax 01733 67367

● 2-3 March: TAS third bi-annual conference on the future of the bus in local transport — The Bus in a new Era. Queens Hotel, Leeds. Tel 01729 840756

● 9-10 March: Urban Transport conference at ICC Birmingham organised by Institution of Civil Engineers. Details from Rachel Coninx on 0171 839 98072, fax 0171 233 1743

BUS

Commons to scrutinise bus industry

THE future of the bus industry will come up for scrutiny by the House of Commons Transport Committee later this year.

It is to inquire into the consequences of bus deregulation outside London and whether bus operations have become concentrated in the hands of

By Richard Simpson

too few companies. A report from the Transport Committee is thought to have been instrumental in getting the Government to back down on bus deregulation in London. The inquiry will not begin until well after Easter.

BUS

MTL fined over faulty speedos

USING buses with defective speedometers on its Manchester operation cost Merseyside Transport £2,500 in fines and costs before city magistrates.

Trading as MTL (Manchester) Ltd of Edge Lane, Liverpool, the company pleaded guilty to eight specimen offences and was fined £300 per offence and ordered to pay £100 costs.

A traffic examiner had spotted a defective speedometer on an MTL Manchester bus on 14 September. The court heard he had gone on to check all MTL buses he saw that day at various locations and eight out of 10 had defective speedos.

Drivers told the traffic examiner that, when they complained of defective speedometers, they had been told they were not required on scheduled routes.

John Heaton, for the Department of Transport, said this was clearly a grave misunderstanding of the legislation.

When interviewed, depot engineer Philip Cummins admitted no spares had been ordered for the defective units and the company volunteered that over 30 buses had defective speedos.

Defending, Stuart Driver said the company's ex-

pansion into Manchester had been the source of its problems. It had inherited a lot of elderly vehicles and speedometers had been a prevalent defect mainly because of the long drive cables between the transmission and the instrument. These were prone to break and difficult to replace.

It was not accepted that drivers were encouraged to go out with defective speedos. The drivers all had defect forms to fill in. Two buses were currently off the road with faulty speedos and would not be used again until repaired.

There were 30 different types of speedometer and the process of diagnosing, ordering and fitting was a slow one as it was not possible to stock all parts.

MTL had taken delivery of 13 new vehicles and had 15 on order at a cost of £95,000 each with the intention of putting safer vehicles into Manchester.

Only 30 vehicles out of 120 had faulty speedos, the eight found by the examiner had been fixed within a week and all had now been repaired.

Mr Driver said no danger to the public had been alleged, no accident had prompted the investigation and there had been no complaint about speeding. **CBW**

COACH

What Dr ordered

THE Motorways Traffic (England and Wales) (Amendment) Regulation 1995 laid before Parliament bans coaches weighing more than 7.5 tonnes from the outside lane of motorways with three or more lanes from 1 January 1996.

From that date coaches first registered after 1 January 1988 will be limited to a maximum speed of 65mph as a consequence of EC Directive 1992/96. Prior to that date all British coaches first registered after 1 April 1974 are required to have limiters set at 70mph. The motorway speed limit for coaches remains at 70mph.

The Scottish Office is to introduce Regulations to bring the changes into effect in Scotland.



Veronica Palmer

■ COACH

Industry hopping mad at lane ban

"MISGUIDED, ineffective and restrictive" was the coach industry response to the Department of Transport's announcement banning coaches from using the outside lane of Britain's motorways with three or more lanes.

Speaking on behalf of the Coach Industry Action Group, the trade body representing coach operators and manufacturers, John Slatcher, managing director of Shearings, said: "The Government has presented no technical or statistical argument for this restriction."

"Indeed, a recent

By Mike Morgan

Royal Commission Report on transport identified coaches as the most efficient users of road space.

"To ban their use of the overtaking lane makes no

sense at all.

"While a coach speed limit at 100km/h (62mph) has existed for some years in Europe, there is no M-way outside lane restriction on coaches in any other part of Europe.

"It will mean coaches being sandwiched between heavy goods lorries in the centre lane, denied the safety and convenience of overtaking in congested or slow-moving situations."

Mr Slatcher condemned the ban as illogical. He predicted: "Its adverse effects on the industry and, more importantly on its passengers, will quickly become clear."



Totally unjustified says CPT's director general

VERONICA Palmer, director general of the Confederation of Passenger Transport UK, condemned the Government's proposed ban on coaches using the outside lane of motorways as totally unjustified on safety, economic or environmental grounds.

"This is real motorway madness," said Mrs Palmer. "If the Government really wants to improve road safety, it should tackle the prob-

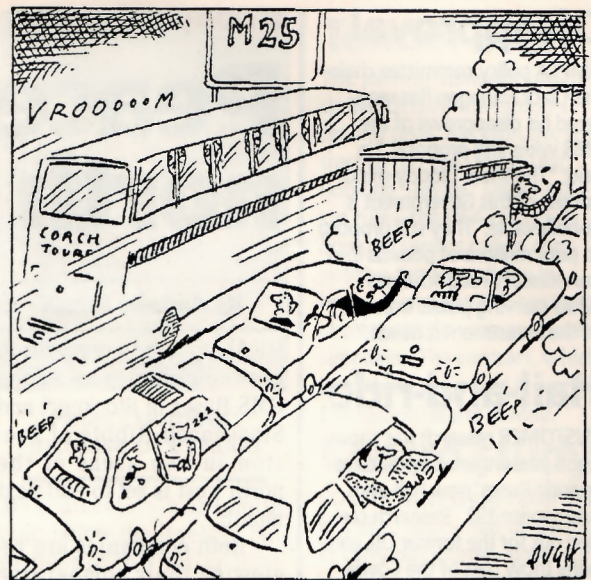
lems of lane discipline and speeding cars on motorways.

"The ultimate effect of limiting coaches to 65mph and of banning them from the third lane will be to turn it into a speedtrack. Transport Secretary Dr Brian Mawhinney has created a Speeders' Charter."

In May 1994, the Department of Transport commenced consultation on the possibility of banning coach-

es from the outside lane of motorways on the basis that from next year most coaches will be restricted to 65mph.

To evaluate the effects of such a ban, CPT commissioned independent consultants Wootton Jeffreys to undertake a research study. Their report was submitted to the Government. It rejected the proposal on safety, economic and environmental grounds.



Nat Ex 'ignored'

NATIONAL Express spokesman Stuart Render said the company was "extremely disappointed" with the third-lane ban.

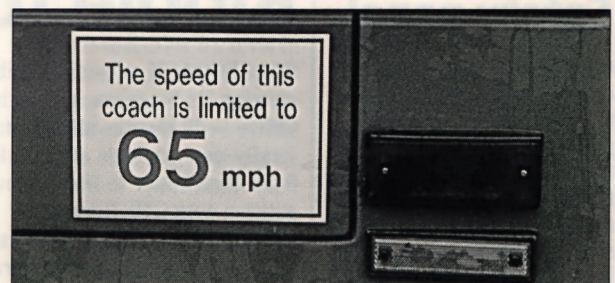
"The coach industry in the last few years has worked extremely hard to keep coach travel as one of the safest modes of surface transport."

"We feel that, if the Government wishes to make motorways safer, it should concentrate on the illegal speeds at which other road users are trav-

elling in the third lane.

"What is really annoying is that National Express took three months putting together a carefully considered submission against the third-lane ban, and this appears to have been completely ignored by the Government."

"There is also a misconception that the actual speed limit for coaches will be reduced to 65 mph — this is not the case, as the limit remains at 70 mph."



Limited to 65mph, but limit is 70mph

'More accidents, decline and pollution'

THE CPT replied to the Government's outside lane ban consultation paper in the light of Wootton Jeffreys research. It predicted more serious accidents, economic decline and increased pollution.

An increase in accidents involving heavy goods vehicles is one of the CPT's main concerns. It says the Government admits there are no real safety grounds for a ban: "If such a ban were introduced there could be more severe accidents because any accident that did occur would be more likely to involve heavy goods vehicles rather than cars."

DoT figures for 1992 show that

four per cent of accidents involving HGVs resulted in deaths as opposed to one per cent overall.

The CPT says the industry believes there will be inevitable bunching in the second lane caused by slower-moving HGVs travelling at 56mph, increasing the hazards of serious and fatal accidents to coach and bus passengers.

Furthermore, the chances of a shunt involving HGVs, coaches and cars are increased since many coaches will be trapped in the second lane, unable to move into the third lane.

The Government also admits: "Overall the disbenefits to coach op-

erators and passengers from a lane ban would outweigh the benefits to car users."

In its reply CPT said the combination of slower speeds and confinement to the first and second lanes would increase coach journey times and fuel use.

Some journeys currently carried out by a single driver would require a second driver because of the extra time. These factors would raise operating costs, the CPT said, which would be passed on to the customer in the form of increased fares and/or curtailed or terminated services.

Consequently CPT predicts the most likely to be affected are south

west England, parts of the Scottish Highlands, and parts of Wales (already poorly served by public transport), all areas heavily dependent on tourism. Withdrawal of service in these areas would have a devastating effect on their economies.

On the environment the CPT says the combined consequences of slower journey times and reduced service will be to force more cars on to the road, negating the Government's aim of reducing dependence on the car and of increasing the use of public transport. Polluting emissions will be raised, whereas increased coach use and reduced car use would reduce emissions. **CBW**

Disapproval

GMPTA policy committee chairman Jack Flanagan has registered his disapproval of the M63 widening proposal. He said: "The sheer bloody-mindedness of this Government is unbelievable. They still propose to pour millions of pounds into unnecessary road schemes while starving public transport of the investment it needs."

Hail-and-ride

CUSTOMER research has shown good passenger acceptance of Leaside Buses' new hail-and-ride service 192. Research carried out for the former LBL company (now part of the Cowie Group) showed that all customers who returned their survey forms found the overall quality of the route "very good" or "excellent."

Targets met

BUSES in London met Government targets for mileage and reliability of low-frequency services in the four weeks to 10 December. The reliability of high-frequency routes was the only target not achieved in this period. The proportion of mileage operated and the amount of mileage lost due to traffic congestion were similar to the previous four years and the same period last year.

Safety panel

GREATER Manchester PTA policy committee has set up a safety panel to keep the issue of personal safety for transport users under review. PTA member Maureen Rowles said: "We are never complacent about such issues and have set £4 million aside to invest in bus and rail stations."

Road research

STEER Davies Gleave's market research division SDG Research has been commissioned by the Highways Agency to measure the satisfaction of road users with 6,600 miles of motorway and trunk roads in England. The study is the first of a series designed to monitor service delivery against the standards of the Road Users Charter.

Show dates

TAM Bus International of Maribor, Slovenia, is to exhibit at Autotech/Autosalon '95 in Bruno, Czech Republic. The show runs from 3-8 June and is organised by Brno Trade Fairs and Exhibitions Co Ltd, tel + 0042 5 4115 3040.

COACH AND BUS

Peace in the north west

By Andrew Jarosz

HEAD-to-head competition between employee-owned GMS Buses of Stockport and Stagecoach Ribble of Preston in two areas of the north west is set to end next month.

Both companies are reviewing their competitive services which have been in action for over 12 months. GMS is withdrawing its X43 from Manchester to Burnley, set up in direct retaliation to the introduction of the Stagecoach Manchester branded operation on the 192 service from Manchester to Hazel Grove.

Stagecoach is also reviewing its fares and services on the so-called 'Kwik-save' 192 service and an operational cut from 23 vehicles to 13 is expected (see

story below).

GMS commercial director Ross Griffiths said the two sets of changes were purely co-incidental and the decision to withdraw the X43 service was taken on business grounds.

"We were having some difficulties in operation, given the route was far out of our normal territory," Mr Griffiths said. Continuing the service would have required more investment in newer vehicles and staffing.

"After 10 months of operating the route, we had to stand back and look at the future. Clearly it would have cost far more in obtaining newer vehicles and arranging appropriate engineering and staffing cover," he said.

GMS' response had failed to generate the same



Competition caused fares to tumble

amount of business as the Stagecoach services which were enhanced, although the competition had cost the incumbent considerable revenue loss.

Competition brought Stagecoach fares down to the point where Ribble was drafting in additional coaches, but had to treble its revenue to keep takings stable.

Fares had tumbled on the two companies' services to the point where a day return from Burnley to Manchester cost 95p with Stagecoach and 99p with GMS. Season ticket prices also fell on the Stagecoach services with monthly tickets down to

£26 from £80 and annual tickets down to £277 from £795.

Ribble md Michael Chambers said the passenger base had doubled to over one million per year and fares charged 12 months ago would be consigned to history.

"We doubled the service from every half hour and still overloaded and had to run duplicates. Fares will probably rise a bit and inevitably we will lose the casual passenger but many will realise they've been getting a bargain and will continue to travel with us," Mr Chambers said.

BUS

Ribble to have 'strategic rethink'

STAGECOACH subsidiary Ribble is reviewing its Stagecoach Manchester initiative — 12 months after launching the totally new package on the 192 service from Manchester to Hazel Grove in competition with GMS Buses.

Ribble md Michael Chambers described the process as a "strategic rethink of our south Manchester operation."

"We need to downsize it to get the returns we deserve," he said.

Ribble had introduced 16 Volvo B6 buses, based at the premises of a Volvo Truck dealer in Bredbury, and operated a 10-minute service from 7am to 7pm, Mondays to Saturdays. Fares were lower with the Manchester to Stockport fare of 60p undercutting GMS' £1.15.

Subsequently, services were extended into the evening and continuing fare competition led to the introduction of a prepaid £2 weekly ticket, capable of being (unofficially) transferred between passengers. Vehicle changes led to the midibuses being replaced by higher capacity B10M single deckers, with an occasional double decker on Saturdays.

The 23 buses currently operating the 192 will reduce to 13 and fares are expected to rise, although Mr Chambers said they would still be priced competitively. GMS had claimed the fares were predatorily priced but complaints to the Office of Fair Trading brought no action.

Mr Chambers praised the differentiated product, with a high quality customer focused service, new vehicles, well-trained staff and attractive fares.

"The demand for a high-quality service has been proved but, if we are to look at providing new vehicles every year, we need to strengthen the receipts," he said.

Patronage on the Stagecoach 192 service had risen from 150,000 per period to around 400,000, extrapolating at five million in a full year. Mr Chambers said that, inevitably, there would be job losses but the company was hoping to relocate well-trained staff to other Ribble depots.



Ribble's south Manchester operation will 'downsize'

■ COACH AND BUS

Executive pay rises anger MTL workers

UNION officials are preparing a pay claim for up to 6.25 per cent pay increases, after pay rises of up to 20 per cent for MTL Trust Holdings' six executive directors.

Local controversy is also being whipped up by staff, who are urging the five elected non-executive directors to resign in protest at the high salary levels of directors.

Petitions from employees at Liverpool are calling for the resignation of the five directors — three drivers, one electrician and a traffic superintendent.

Petitions from other areas do not call for resigna-

By Andrew Jarosz

tions but protest at the high salary increases.

MTL chairman and md Peter Coombes has had a salary uplift from £72,000 to £83,000, with other directors now being paid between £45,000 and £60,000. Non executive directors remain on their occupational salary level.

Union demands for the pay round which is starting to be negotiated amount to 5.25 per cent on full driving rates of £5.02 per hour and 6.25 per cent on new starter rates of £4 per hour.

MTL spokesman Chris Davies said the directors' pay rises followed a demand from venture capital group ECI which put up an unsecured loan to cover some of the £20.5 million borrowed to finance the purchase of London Northern.

"ECI made it plain that they were prepared to take the risk because they had confidence in the team of directors, but they asked what was to stop them leaving and what quality of people could be found to replace them."

Independent information was obtained from the Hay Group, which proved



Peter Coombes: increase of £11,000

MTL directors were being paid below the levels of other people in similar positions.

"The comparisons drawn up are in line with the top of the lower quartile of salaries and, although the increases are substantial, they still leave the directors less well paid than 75 per cent of other company directors," Mr Davies said.

Tender won

THE Driving Standards Agency, which runs the nation's driving tests, has won the contract to run the Driver Test Booking Service. Under market rules, the DSA puts the booking service out to competitive tender and the in-house team won the contract in competition with external suppliers. The contract, which lasts three years and is worth £13 million, starts in May.

Centro study

CONSULTANT Oscar Faber TPA has been appointed by Centro to carry out journey times surveys on around 30 routes in the Black Country. The three-month study is part of Centro's on-going programme of identifying major sources of delay to bus services in the West Midlands and finding solutions.

Kinnock date

NEWLY-APPOINTED EU Transport Commissioner Neil Kinnock is the guest speaker at the 1995 Annual Dinner of the Freight Transport Association on 24 April at London's Hilton Hotel.

MIRA results

THE Motor Industry Research Association is likely to announce record turnover when its 1994 results are revealed later this year, after its busiest November and high levels of activity right up to Christmas. Its turnover in 1993 was a little over £19 million.

Contract gain

FRENCH magnetic ticketing specialist Monetel has won an FRF 13 million (£1.61 million) contract to equip the 700 buses in the Portuguese city of Porto with its Magbus equipment. Validators, control panels and thermal transfer ticket printing machines are to be supplied to the city, which has a million inhabitants.

Village bus

FIFTEEN years after commercial bus services were withdrawn from Rushton, Northamptonshire, villagers have taken delivery of a new community minibus. The villagers have run their own bus since 1980, operating regular services to Kettering and Rothwell. The new minibus has been financed entirely from income, but all drivers on the service are volunteers.

■ BUS

Out with the old...

A COMPLETE modernisation of Manchester-based British Bus subsidiary Bee Line is under way with 50 MCW Metrobus deckers hired for three years from West Midlands Travel.

Bee Line has either withdrawn or transferred Leyland Atlantean deckers between 15 and 20 years old. The double-deck fleet is now all less than 15 years old, with some Volvo Citybuses transferred from North Western being less than six years old.

Managing director Bob Hind said the company planned to dispose of some of the ancient vehicles. "Some of our buses are over 20 years old and I'm pleased British Bus is investing in new vehicles to help me bring down the fleet age."

He said the hire of the WMT Metrobuses was an opportunity to rationalise. "We are allocating vehicles by type and Manchester has all the Metrobuses. One North Western depot had 34 vehicles of 11 different types and there are good savings to be made if individual garages are not faced with a multitude of types to look after."

■ BUS

Superbus for GMN Buses

EMPLOYEE-owned GMN Buses is introducing 20 top-of-the-range full-size single deckers. They are the first part of a major new vehicle investment strategy, which saw the introduction of 10 Volvo B6 buses last Autumn.

Branded Superbus, the Wright Endurance-bodied Volvo B10B single deckers are replacing double deckers on the Manchester to Bury trunk route, where MTL Manchester introduced brand new Volvo B6 midibuses last year.

The B10Bs are powered by low-emission THD 103KF engines through ZF gearboxes with integral retarders. They have air suspension and kneeling facility.

Bodywork features Alusuisse construction and tinted double glazing. Fifty high-backed coach type seats include three of a tip-down design to accommodate standing passengers or parents with pushchairs.

GMN chief executive Dr Alan Westwell confirmed the 20 buses formed the next stage of the investment plan to acquire up to 100 new buses. A further 40 Wright-bodied B10Bs have been ordered, some of which may appear as low floor vehicles.

"We reviewed a range of fleet options and decided that replacing double deckers with high-capacity single deckers was the way forward, although we have embarked on a mid-term refurbishment plan for

some double-deck Metrobuses," Mr Westwell said.

"Investment is vital to the future of a business and we are delighted we have been able to invest to such a level in such a short period since the company buyout. We have designed these vehicles with the specific aim of providing an up-market pleasing and colourful interior for the customer and they are branded Superbuses to portray the buses' high-quality features."

CBW



GMN: Starting investment with 20 Superbuses

■ COACH AND BUS

Guernsey monopoly to end in September

AN historic decision by Guernsey's States of Deliberation (the island's government) last week has broken the 14-year monopoly of public bus services on the island.

Island Coachways has taken five routes from Guernseybus covering approximately one third of the island commencing 25 September 1995, for seven years.

Services will commence with Optare Citypacers ex Derby City Transport with new Citypacers and MetroRiders being phased in between years three and six of

By Mike Morgan

the contract. Almex ticketing equipment will be used.

In a letter to island politicians managing director Lionel Miles said: "We are aware of our responsibilities in the operation and confirm our dedication to the enhancement of quality of services for all sectors of the travelling public."

"We shall be actively seeking meetings within the parishes prior to finalising re-routing details and presenting them to the States Traffic Committee."

Mr Miles told *Coach and*

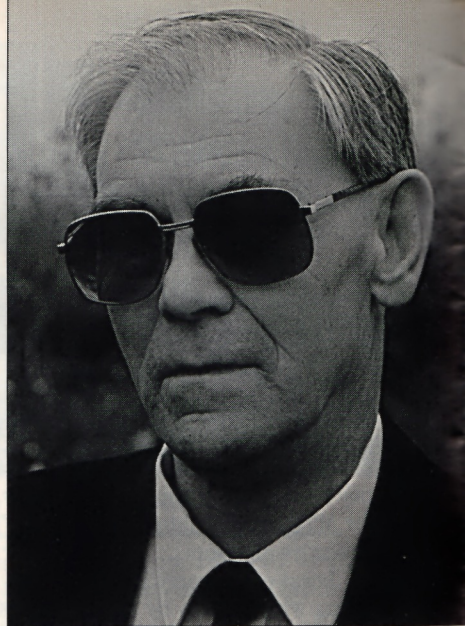
Bus Week: "Work will now begin to expand and restructure our operation so we can fully participate in this much-awaited and exciting step forward in public transport within the island."

Meanwhile, Island Coachways continues its coach replacement policy with the commissioning of a sixth coach purpose-built to meet Guernsey width and length restrictions.

It is a Camo-bodied Renault due for delivery in early May which follows the Iveco Countrybus delivered last year (*Coach and Bus Week*, 10 September, 1994).

A special feature of the new 44 seater is that, to enable passengers better access and comfort, the engine is being relocated under floor, midway down the Midliner Renault Chassis. This work is being carried out by a specialist engineering company prior to the chassis being delivered to the Portuguese bodybuilder.

The vehicle has many new features including additional luggage space, individually controlled forced air ventilation, complete



Lionel Miles: 'Exciting step'

underfloor soundproofing and rear air suspension.

A special feature is purpose-designed recessed interior side panels to make best use of the space available within the 7ft 4in wide body built especially for Guernsey roads and conditions.

■ COACH

Make more profit seminar

MAKING more profit from higher rates is the theme for *Coach and Bus Week's* Coaching for Profit seminar. It picks up from Marksman's first coach industry survey of private hire quotes which showed that rates for coach hire vary by up to £385 for the same job.

Coach and Bus Week publishing director Mark Barton said: "There's an obvious need for the industry to examine its pricing policy. We are meeting that need by giving operators the opportunity to listen to some of the

top operators in this country."

Industry consultant Peter Rogers will include in his presentation an innovative approach to addressing the vexed question of pricing. He will ask: "Do you know how much it costs to run your business?" The answers will provoke comment and discussion but operators will be encouraged to examine realistic costing techniques.

The other two speakers, Paul Tappin and John Johnson, will concentrate on the

lessons from CISA's coach industry survey which identified the importance of increasing demand and controlling costs.

We don't want to give too much away. If you want to find out more about what Mr Rogers or the other speakers have to say the only solution is enrol now for the seminar.

It is to be held on 2 March at Volvo's Warwick training centre. For further details see the insert in this magazine or page 15 of last week's issue (*Coach and Bus Week*, 28 January).

■ BUS

Get-to-work campaign

BUSINESSES in Humber-side are being told to encourage employees to use buses to get to work in a new campaign aimed at improving the county's environment.

The county council has published its third Environmental Action programme, which also encourages children to become more involved in environmental matters.

The programme outlines the work the authority has carried out over the last year and lists 18 new

initiatives to be taken next year. Among them is an awareness campaign to reduce reliance on cars, a conference for children, and educational action packs.

A bid for European money will be made to finance the campaign.

Environment chairman Darrell Barkworth said the public was becoming more concerned with health and safety problems associated with increased numbers of cars and lorries on the roads.

■ COACH AND BUS

GAG subsidiary updates

GO-AHEAD Group subsidiary Shaws Coaches has updated its fleet with the purchase of six Plaxton-bodied Dennis Dart 40 seaters, which have lifted the average age of the fleet from 14 years to nine.

The company, which was purchased by the group in 1992, was originally based at Cragghead, but is now operated as a

low-cost unit at Northern General's Chester le Street depot.

It faced a traffic commissioner's public inquiry in December at which it was confirmed the fleet was being updated and new maintenance arrangements were in place.

Go-Ahead Group's commercial director Chris Moyes confirmed that nine

Dennis Darts were bought from stock at Plaxton's and that the first 17 of an order for 120 Marshall-bodied Darts were now in service with other subsidiaries.

Mr Moyes said: "Since taking over Shaws, we've made a lot of changes and have probably replaced everyone of the vehicles that were acquired in the original purchase." **CBW**



Shaw thing: GAG's new Dart

ADVERTISEMENT

Bova sales trebled in 1994

OFFICIAL figures for coach registrations in 1994 confirm the re-emergence of Bova as the leading supplier of heavyweight integral coaches in the UK.

Bova increased its UK market share almost four-fold from 1.7 per cent to 6.6 per cent with 55 vehicles registered during the year, and more than tripled sales made during the last two years.

In reality the figures are even higher. Since its launch at the 1993 Motor Show nearly 70 new Bova models have been sold in 12 months, an achievement for both Bova UK, a division of Optare, and main dealer Moseley PCV.



Round the clock airport services from Flights

Part of the success is due to the creation of a larger range of coaches which now meets almost every conceivable role for the a UK coach operator. Competitive prices, backed

by Unitec's unrivalled service, and whole vehicle support network are also contributory factors.

The new Futura range embodies the updated HD, with R66 structural changes,

a higher powered Euro 1 low-emission engine, new seating and the computer-controlled 'Futurair' heating system.

The Futura Club meets the needs of operators for a tour coach to top-of-the-range specification, with double glazing and reclining seats as standard, and the Futura Express is an interurban version of the Club, offering additional versatility, without compromising quality.

Optare's managing director Russell Richardson predicted higher sales for 1995. "The new range of quality vehicles is now receiving the recognition it deserves."

In brief

■ THE Futura Express is the latest in the Bova range to offer high-quality engineering with heavy-weight components. Full air suspension and front disc brakes, are standard along with the Cummins C series 8.27-litre engine coupled to a ZF 5HP-500 automatic gearbox or manual six-speed unit. The 'Express package' still includes double glazing, luggage racks and both forced air ventilation and ducted warm air. Designed as a versatile interurban coach, the first has been taken by Reading Transport.

■ NEW customers for 1994 included Limebourne Travel, with a £2 million contract from Trafalgar Tours for incoming American tourist work in Europe and the UK. Four Futura Clubs, and four FHD Highliners were supplied through Moseley. Trafalgar approved the Bova for its contracts after a thorough evaluation process.

■ PRODUCTION of Bova Coaches is increasing significantly with 350 units being planned for 1995. The upturn in the European market together with increased sales in non-EC countries, means the company can offer an increased range of coaches to the UK. The first Cummins-engined Club, new for 1995, has been delivered to Boultons of Shropshire.

■ TRANSCONTINENTAL operator White Eagle Lines has moved up from chartering coaches to operating its own with its first high-specification Futura FHD. The London to Warsaw express route now carries more than 10,000 passengers per year on over 250 departures with load factors of 89 per cent and more. The 49 seater has Sable Royal Class recliners, air conditioning, as well as toilet, servery, telephone and video monitors, ideal for the 26-hour trip.

■ REPEAT orders for 1995 include a number of well known operators, some of whom purchased their first Bova coaches last year. Wilfreda of Doncaster, Johnsons of Warwickshire, Priory of Gosport and Biss Brothers of Bishop Stortford already have a number in service. Flights Travel of Birmingham, which purchased eight 44-seat FHDs for its airport express network, is also taking more in 1995.

EXPRESS



Top of the league

National achievement

THE Futura was adopted by National Express as an 'approved service type' when Northumbria's FHD built to Rapide specification was launched at the Coach and Bus Show, and Bovas are already in service with major NatEx contractors.

Wilts and Dorset, already a loyal user of Optare vehicles, has three Bovas operating on

London services, and topped the National Express contractors performance league table for two months at the end of last year.

The Poole-based company is now rarely out of the top five league positions, when it is judged on standards of daily reliability, consistent correct presentation of the right standard of coach and customer care by drivers.

ACCESSIBILITY

Handicruiser 1

NOTTINGHAMSHIRE County Council's Leisure Services division has updated its unit with the latest Bova Futura FHD, fully equipped for the carriage of wheelchair-bound and disabled passengers.

The unit specialises in providing accessible coaches to private parties and groups, which are paid for jointly by the users and the county council. The coach, which regularly goes all over the Continent, is one of a

pair and has replaced another Bova after 10 years service.

The 34 seater has been specially adapted for the carriage of up to three wheelchairs and is equipped with a kneeling mechanism, side lift and Unwin tracking. The rear-mounted toilet is specially built for access by the disabled and an ambulance stretcher is provided.

Handicruiser features the 'Futurair' heating and



Fully equipped for Continental work

ventilation system, aided by a Webasto pre-heater, with a water boiler, rear servery,

hot drinks dispenser, video and two monitors — all ideal for long trips.

Bova UK, a division of Optare Ltd. Telephone 01132 645182

BUS

Euro bodies for Traction

By Andrew Jarosz

BARNSELEY-based Yorkshire Traction has received five Scania FlexCi single deckers — the first with East Lancs' new European-style body. They follow five similar Northern Counties-bodied vehicles said to be delivering exceptional fuel economy.

The L113CRL FlexCis feature a 480mm low frame powered by the 230bhp Scania DSC Euro 2 engine driving a ZF four-speed automatic transmission. The four-speed gearbox was specified by Traction following average fuel consumption

figures of 8.3 mpg on the first five L113CRLs.

The 11.8-metre bodywork is fitted with 52 seats and has a flat floor for over half of its length. The entrance step height is 320mm but can be lowered a further 120mm using the kneeling mechanism.

Sideways-facing seats have been eliminated using back-to-back seating but the wide gangway could accommodate wheelchairs if required.

Traction now operates 25 Scania single deckers, bodied by four manufacturers.

Chairman and md Frank Carter commended the



Scania FlexCi has new European style body and fuel economy is 'exceptional'

FlexCi for its low floor line as being a real boon to passengers with mobility difficulties. "The fuel economy has been exceptional because of the right drive-

line configuration and a 55mph maximum speed which ensures the top gear is not overdriven."

The company has allocated the five buses to

Wombwell depot, where they have upgraded the services linking Barnsley, Mexborough and Doncaster now branded as the Dearne Valley Link.

BUS

First commercial guided bus

GRT'S subsidiary, Eastern Counties, launched the UK's first commercially-run guided bus system in Ipswich this week (*Coach and Bus Week*, 21 January).

Superoute 66 uses six Plaxton-bodied Dennis Darts fitted with guide wheels for

operation along a section of dedicated concrete busway.

Eastern Counties has invested just under £500,000 in the £2million scheme which is jointly funded with Suffolk County Council and the Department of Trans-

port. Features on the route include unique bus stop docking and real-time passenger information which comes on stream by April.

Timetable publicity for the route includes the first application of Pindar's personalised bus stop displays (*Coach and Bus Week*, 7 January 1995).

Using a modem link with Suffolk County Council, Pindar's Aylesbury staff have access to the county's own database.

It has produced two-colour leaflets for distribution to the county-wide network of publicity outlets. In addition the data is the source of route diagrams, fare information and departure information on more than 85 colour bus stop displays for Superoute 66.



Eastern Counties: Invested almost £500,000 in scheme

COACH AND BUS

DoT updates advice guide

THE Department of Transport has published updated advice to the operators of voluntary minibuses passenger transport.

Now updated for the first time since publication in 1988, the *Guide to Passenger Transport Provided by Voluntary Groups* provides information about the minibuses permit system and covers such issues as:

- The legal requirements
- A recommended maintenance regime
- Arrangements for safe operation
- Safe driving practices

The guide complements the Code of Good Practice produced by the Community Transport Association last year.

Transport minister Steven Norris said: "Permit buses have maintained a very good record of safety over the years, but there is always room for improvement as far as road and vehicle safety is concerned."

● Three employees of Central and Fife Regional Councils have passed the new IAM minibuses driving test after an intensive two-day driving assessors' course.

BUS

Solution to a problem

A LOW-cost bus time and route management system has been developed to allow service monitoring without using on-street inspectors or costly permanent electronic installations.

Solution Products Systems has devised equipment comprising a battery-operated transmitter which logs 'badged' buses. The transmitter, with vandal-proof

casing, is bolted to the bus stop and logs each bus in its long-term memory for later retrieval.

The equipment can be rented or purchased. The makers also offer a complete turnkey operation of equipment, installation and running the system.

■ Further details from Solution Products Systems 01908 265007.

CBW

■ BUS

Darts upgrade for Runcorn Busway

RUNCORN Busway services are being upgraded with 14 new East Lancashire-bodied Dennis Darts.

Joining seven Darts delivered to North Western Bootle and Wigan last year, these are the first new single deckers for the company since 1990.

By Andrew Jarosz

Managing director Bob Hind said: "It's arguable if there will ever be an ideal vehicle to cope with the intense operation on the Busway but these buses are already proving popular on the longer services.

"North Western is ex-

pecting a further 48 Dennis Darts during the year for service in Liverpool, in addition to 39 full-size buses earmarked for the Warrington Goldline operation.

"This shows British Bus is prepared to invest in Merseyside and is a massive vote of confidence in our company."



New Darts at work on the Busway



NC deckers from Hughes DAF

■ COACH AND BUS

Hughes DAF decker order

HUGHES DAF has secured the first major order for its Northern Counties Palatine II-bodied DB250 double decker.

Walls Coaches of Manchester is taking four of the 77-seater vehicles, which have Voith transmissions and kneeling front suspension,

for use on its Gatley-Manchester Piccadilly route. The new buses join 11 DAF single deckers in the 45-strong Walls fleet.

Managing director Mike Wall said: "There is a lot of gloom and doom talked by some small operators running buses these days but

this is a view I don't subscribe to. I see a bright future, so why not invest in new vehicles?"

The Northern Counties DAFs are part of a stock order from Hughes DAF. The first example was delivered to Eastbourne buses late last year.

■ COACH

Merc Beaver for Low Fell

SHRINKING sports and social club group numbers and vehicle manoeuvrability persuaded Low Fell Coaches of Gateshead to buy this Plaxton Beaver-bodied Mercedes 814D, 33-seat midicoach from Kirkby. "It's our second 814D, replacing a 25 seater which has been very popular for private hire," said joint manager Robert Tindall. "It's a very comfortable vehicle." The Beaver is in touring trim with power door, coach seating, luggage racks and deep boot.



Low Fell's new Beaver

■ BUS

Optare boost at Crosville Cymru

BRITISH Bus subsidiary Crosville Cymru has boosted its bus operation on the main track services from Rhyl to Chester with four new Optare Vectas.

The 43-seat MAN-chassis buses have joined a number of Leyland Lynxes on services from north Wales and are being evaluated on routes from Rhyl.

Managing director John Rimmington described them as an attractive proposition: "There's no doubt that the MAN is a premium chassis and we like their Alusuisse construction," he said.

The Vectas are the first new large buses for Crosville Cymru since 1989, when two Optare Deltas with similarly constructed Alusuisse bodywork were purchased.

Mr Rimmington described the Deltas as "extremely solid reliable vehicles" which have already clocked up 700,000 kilometres in service.

Acquisition of 14 Leyland Lynxes from Colchester Transport and an additional four from Pan Atlas has enabled the company to transfer some of its Leyland Nationals and National Greenways to other British Bus companies from its trunk routes, which had been converted from minibus operation after four years.

The full-size intake has also enabled a cascade of buses through the fleet resulting in replacement of 21-seater minibuses.

By the end of the 1980s, Crosville Cymru had converted most of its local services to minibus operation as well as some trunk routes, and small buses vastly outnumbered conventional vehi-

cles. Second-hand purchases, mostly of double deckers, route re-conversions and a withdrawal of most of the Freight Rover and Iveco minibuses have now changed the fleet balance back toward large buses.

Mr Rimmington said some of the services had encountered capacity

problems on Deeside and the additional vehicles enabled a further enhancement of services.

"Both passengers and drivers have reacted favourably to the introduction of larger vehicles and we are now in a position to offer brand new buses as part of the enhancement package," he said. **CBW**



Optares work Rhyl-Chester route

■ BUS

Largest Countdown

LONDON Transport Buses has unveiled its largest-yet Countdown real-time passenger information system.

The £2.25 million Nag's Head Countdown covers 24 daytime and 10 night routes in north London, taking in 170 stops from The Angel and Kings Cross to Muswell Hill and Wood Green.

It uses the same types of roadside and on-bus equip-

By Richard Simpson

ment as other Countdown projects but on a much larger scale. A total of 465 buses from Leaside, London Northern, Kentish Bus, Stagecoach East London and Thamesway have been fitted with location equipment.

Buses run by Citybus and London Suburban are being tested to see whether

their existing location systems are suitable for use with Countdown.

The London Borough of Haringey has contributed £170,000 for Countdown signs on route 144 and at other bus stops in the borough, while Islington has invested £50,000 to help upgrade infrastructure at the Nag's Head junction of Holway Road.

Flexible system

UNLIKE previous attempts to introduce real-time information to London's buses, Countdown is able to respond to changing traffic conditions because it does not rely on scheduled information.

Instead, the time actually taken by each bus to negotiate each stretch of the route is monitored and used to predict journey times for the following buses.

Back at the depot, the progress of buses is monitored with total precision.

Reaction overwhelmingly positive

PASSENGER reaction to a pioneering Countdown system on route 18 has been overwhelmingly positive, according to research conducted by London Transport Buses.

LTB found:

- Ninety-eight per cent of passengers found Countdown information clear and easy to see and reported no problems with the system.

- About 70 per cent of passengers refer to the screen when they arrive at the stop and 90 per cent look at the sign while they wait. About 60 per cent claim they look at the display at least

once a minute.

- Passengers approved of the three essential items of information provided by Countdown; route number, destination and time next bus arrives. Some base line messages sent out by Countdown staff and service controllers were not so well understood, and LTB says care needs to be taken that these are always clear.

- Countdown appeared to make passengers more comfortable about waiting. Sixty five per cent said they had waited less time after the introduction of Countdown. Eighty three per cent

said time seemed to pass more quickly when they knew how long the wait would be and the display made the wait more acceptable to 89 per cent of people.

- Attitudes towards bus travel improved. Sixty eight per cent of people said they now had a higher opinion of bus travel, 54 per cent a higher opinion of the operator and 45 per cent a higher opinion of London Transport.

- Passengers were prepared to pay a premium (more than 20p per journey) to have Countdown. Passenger figures and revenue are up on route 18. **CBW**



Nag's Head Countdown covers 24 routes

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SCANIA ELITE K113 PLAXTON PARAMOUNT 3500

First Registered 07.01.92, 7 speed manual GR801 comfort shift gearbox, ABS, road speed governor, variable top speed limiter, exhaust brake, kneel facility, ferry lift, autolube, electric retarder, Webasto heating, inswinging entrance door, central continental door, centre toilet, half rear emergency, 3 roof vents, forced air ventilation, aircraft lockers, crew compartment, grey moquette, 49 reclining seats, centre gangway carpet, double glazed, side curtains, rear curtains, side blinds, aluminium wheels, Blaupunkt radio/pa systems.

MAN (16290) JONCKHEERE DEAUVILLE

First registered 1989, 6 speed ZF gearbox, 49 reclining seats, air conditioning, double glazing, O/S/R floor mounted toilet, Telma, curtains, radio/pa/cassette, painted all white, new MoT, choice of 2.

VOLVO B10M MKII PLAXTON PARAMOUNT 3200

(REBODIED 1992) First registered 1988, 273 BHP engine, ZF 6 speed S690 manual gearbox, 53 reclining seats, Ishringhausen driver seat, 1/2 rear emergency exit, forced air ventilation, 3 roof vents, double glazed, side blinds rear curtains, radiomobile radio/pa/cassette, centre gangway carpet, autolube, telma retarder, road speed governor, variable top speed limiter, exhaust brakes, ferry lift, brown/orange moquette, exterior blue.

VOLVO B10M MK111 VAN HOOL ALIZEE

First Registered 1990, ZF 6 speed S690 manual gearbox, Telma retarder, autolube, ferry lift, road speed governor, variable top speed limiter, exhaust brake, Webasto heating, front plug entrance door, centre continental door, half rear emergency door, centre toilet/servery, crew compartment, 3 roof vents, forced air ventilation, ishringhausen drivers seat, 49 reclining seats plus courier, brown moquette, double glazed, side blinds, rear curtains, radiomobile radio/pa system. **Choice of 6 (2 sold).**

VAN HOOL T815 INTEGRAL

First Registered 1991, Cummins L10 290 BHP engine, ZF HP600 automatic gearbox with integral retarder, Sutrak air conditioning, autolube, variable top speed limiter, road speed governor, kneel facility, ferry lift, Webasto heating, brown moquette, 53 reclining seats plus courier, ishringhausen drivers seat, plug door, half rear emergency door, 2 roof vents, double glazed, side blinds, rear curtains, radiomobile radio/pa system. **Choice of 5**

LEYLAND TIGER L10 PLAXTON PARAMOUNT 3200

First Registered 1989, Cummins L10 290 engine, ZF 6 speed manual gearbox, Telma retarder, ferry lift, ABS autolube, variable top speed limiter, inswinging front entrance door, half rear emergency door, ishringhausen drivers seat, 53 reclining seats, blue moquette, 3 roof vents, forced air ventilation, double glazed, side blinds, rear curtains, radiomobile radio/pa system. **Choice of 10. (4 sold)**

VOLVO B10M PLAXTON PARAMOUNT 3200

First registered 1991, 273 BHP engine, ZFHP500 auto gearbox, 53 reclining seats, Ishringhausen driver seat, rear curtains, inswing front entrance door, 1/2 rear door emergency exit, double glazed, side blinds, forced air ventilation, 3 roof vents, radiomobile radio/pa system, autolube, ABS braking system, ferry lift, road speed governor variable top speed limiter, internal retarder, brown/orange moquette, exterior blue, choice of 10.

BEDFORD YNV PLAXTON PARAMOUNT 3200

First registered 1985, 53 'E Type' seats air suspension, curtains, internal grey/maroon, exterior all white, MoT June 95.

VOLVO B10MT MKIII

1989, 65/67 reclining seats + courier, Plaxton 4000 bodywork, TV/ video/ stereo system, toilets, double-glazing, sunblinds, curtains, carpets, drinks machine, fridge, drivers bunk, 12 months MoT.

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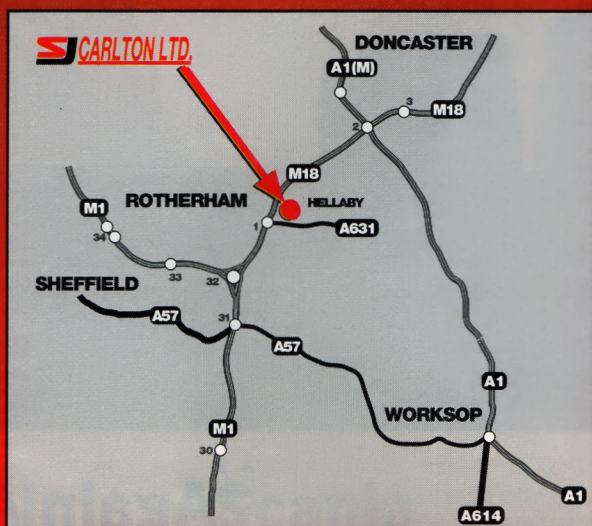
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SCANIA



Again And

"We took delivery of two Scania Century coaches with Comfort Shift gearboxes 18 months ago. They've



Again [♪] by **Scania**

performed superbly. That's why we've bought two more" – John Shaw, Director, Harry Shaw Travel.

Deals and discounts

Showcases

TWO regional tourism shows will be showcases of new products. The Great Days Out Fair at Haydock Racecourse on 4 March will feature dozens of new products. Meanwhile, East Anglia Tourist Board hosts the second of its fairs, A Great Day Out in East Anglia, at Duxford Imperial War Museum, just off the M11, on 10 March.

Details from North West Tourist Board on 01942 821222 and Stacey Watson at EATB on 01473 822922.

Crafts fair

LIVING Crafts Fair in the grounds of Hatfield House, Herts, celebrates its 21st year on 11 to 14 May, with heavy discounts and free parking for coach operators. The four-day event will have a mystery VE Day exhibit and the usual huge array of country crafts. Prices are £5.50 adults, £2.50 children.

Full details from organiser Jean Younger on 01582 761235.

Royal event

TICKETS for the Royal Tournament are on sale at hefty discounts. Seats at £18 and £11 are discounted to £14 and £8.50 respectively for groups of 20 or more for the 18 shows running between 18 and 29 July. As always, posters and other promotional material is available. Drivers get a ticket and meal voucher.

Full details and bookings on 0171 370 8399.

ON TOUR EUROPE

Sheerness-Vlissingen route set to rise from the ashes

By Mark Williams

A NEW passenger ferry service is being launched on defunct Olau Line's Sheerness-Vlissingen route in early April.

Mersey Docks and Harbour Company is to grow the freight business it started last Summer from the Kent port by chartering two ro-ro ships for the southern North Sea sailings.

The service may be exactly what operators have been looking for. Md Bill Moses said he regarded the coach trade as very important to the route and it would be targeted with prices 10 per cent to 15 per cent lower than competing services.

"Coach operators will, for instance, use our day sailings," said Mr Moses, who has worked for Sealink, Hoverspeed and Olau.

"Coaches provide a very

useful way for us to fill our capacity, though we will usually fill night sailings with cars."

The two Adriatic ferries have cabins for 500, bars, a restaurant, duty-free shop, children's play area and

games machines: "They are not to the same standard as Olau's superb ships but have been recently refitted," said a spokesman. "The cabins are probably the best on any passenger service, however."

Both ships are fully stern-loading, with no bow

door. They will use the former Olau terminal — among the best of any UK port — sailing into the Dutch port in nine hours on night sailings, seven on day sailings. This allows two sailings each way per day.

"The route gives direct access to excellent motorway and rail networks for swift onward travel into mainland Europe," said Mr Moses. "The route has been missed, particularly by the Dutch. We had prospective bookings within days of announcing the new service."

Mersey Docks and Harbour Company — a plc which turned in £20.9 million profit on £98.7 million turnover last year — is to announce a name for its new ferry company next week.

Meanwhile, inquiries can be made on 01795 581600, fax 01795 581800.



New Sheerness-Vlissingen service uses former Olau terminal building

ON TOUR EUROPE

Passport changes warning

THE UK Passport Agency has warned coach operators of changes starting 1 March, when the British Excursion Document for short trips is being abolished.

The makeshift pass often used for French shopping trips is not the only victim. From 1 January, 1996, the British Visitor's Passport also becomes history, and will not be accepted by the Spanish authorities even earlier, from 1 October, 1995.

The UKPA has strongly advised visitors to take advantage of their offices' quiet Spring period to order a new, £18 ten-year passport. To get the message across to coach passengers, it has produced leaflets announcing the end of the BED, another for the BVP, and A2 or A3 posters relating to the BVP, available from Stephen Jones, fax 0171 271 8813, or write to Room 332, The Passport Office, Clive House, London SW1H 9HD

ON EUROPE

Tunnel rates rise

TOLL rates through the Tunnel Alpin de Frejus on the Franco-Italian border have gone up by just under two per cent. One-way trips with a standard coach are now FF437 (around £53), return FF712 (around £87) and three-axle vehicles FF666 (£81) and FF1062 (£130). Though a 23 per cent rebate is only available to operators of more than 4,500 crossings, some international transport groups can pass on the discount having taken a small commission for handling. **CBW**

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WEATHER

City	Average temperature last week	City	Average temperature last week
Athens	13C/55F	Madrid	9C/48F
Amsterdam	8C/46F	Oslo	-10C/14F
Berlin	7C/45F	Paris	11C/52F
Brussels	9C/48F	Rome	15C/59F
Dublin	6C/43F	Stockholm	-5C/23F
Lisbon	17C/63F	Vienna	5C/45F
Luxembourg	7C/45F	Zurich	7C/45F

DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
(Courtesy AA Roadwatch)			
Austria	0.46	Netherlands	0.49
Belgium	0.49	Norway	0.60
Eire	0.52	Poland	0.23
France	0.46	Portugal	0.42
Germany	0.48	Spain	0.42
Italy	0.50	Sweden	0.61
Luxembourg	0.40	Switzerland	0.59

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	16.40 Sch/£	Italy	2,500 Lire/£
Belgium	48.25 BFr/£	Netherlands	2.64 Gld/£
Denmark	9.28 K/£	Norway	10.33 NKr/£
Eire	0.985 Punt/£	Portugal	243 Es/£
France	8.09 FFr/£	Spain	203.5 Pta/£
Germany	2.35 DM/£	Sweden	11.76 SKr/£
Greece	373 D/£	Switzerland	1.96 SFr/£

A visitor's eye view

By Mike Morgan

WITH the British Travel Trade Fair only a few weeks away, one of the show's regular visitors, Stuart Appleby, managing director of Appleby's Coaches, explained why 22 and 23 March are firmly ringed on his calendar.

"I've been going to the show every year since it started as MOOT, and I've watched it grow. The quality and range of exhibitors from all over the UK has improved over the years and it has become a really useful event for anyone in the coach business with tours to plan," Mr Appleby said.

"BTTF is a good chance for me to meet the people who manage the attractions that our tours visit — or might visit in the future."

His family-owned company, based in Louth, has been in business since 1913 and

now has a staff of 250 and a fleet of 90 coaches and buses. It operates an extensive programme of excursions and tours in the UK and on the Continent.

Mr Appleby expects his round of the stands at BTTF '95 to support his 1995 programmes and help in planning 1996 tours.

He welcomes the fact there will be even more exhibitors at this year's show and is looking forward to discussing next year's prices and facilities. The more information he can pick up at the show, the better, he says:

"Some attractions and hotels do plan ahead and let us have their rates well in advance, but others still need educating. They don't realise that, by March, we are already working on brochures for the coming Winter and following Summer."

This question of timing is



Stuart Appleby

one Mr Appleby expects will be raised at the BTTF '95 seminar Why Do Coaches Pass Me By?, which he is chairing.

"With coach operators on one hand and destinations on the other, the seminar should stir up some stimulating discussion. We'll be asking the destinations, hotels and attractions how welcome they

make coaches and how comfortable their facilities are.

"If we, the operators, tell the suppliers what we're looking for, perhaps they will listen and learn and, in the long run, we might get a better deal."

Many of the 500 exhibitors at BTTF '95 are aiming for coach trade and will be interested to hear what operators expect of them.

Some are smaller hotels and attractions trying to break into the market and some are new attractions still in the planning or building stages.

Mr Appleby will also be finding time for the social side of BTTF '95 where many exhibitors will be hosting events for buyers.

"You might as well join in. Tourism is a sociable business and you never know who you might meet," he said.



■ The seminar Why Do Coaches Pass Me By?, which is free of charge, takes place at BTTF '95 on 23 March, 3pm to 4pm. It is sponsored by the Confederation of Passenger Transport in association with Coach and Bus Week.

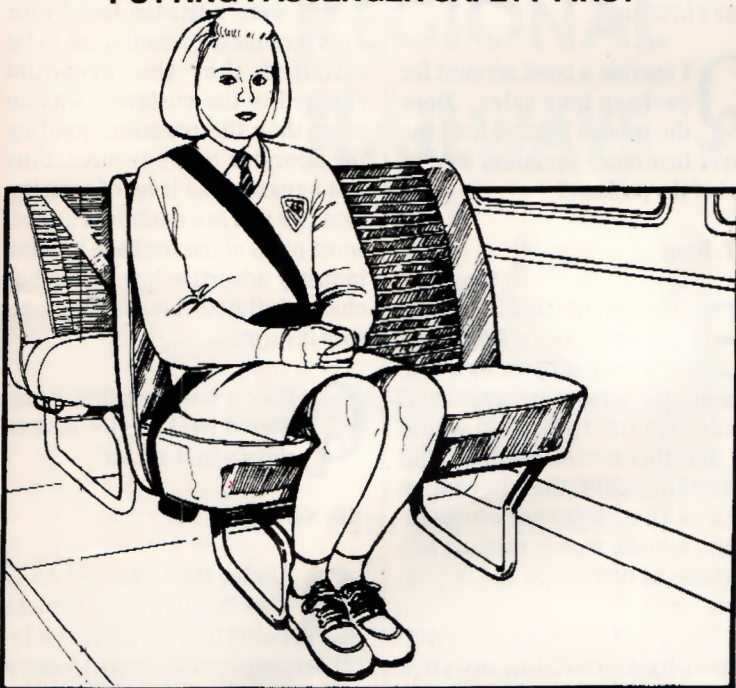
BTTF '95 takes place at the NEC, Hall 11, Birmingham, on Wednesday 22 and Thursday 23 March.

For your complimentary ticket to the show ring the ticket hotline on 01203 715263.

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Is VAT rumour true or is it an April Fool's Day spoof?

Q Our tour brochure is now being distributed and we are taking bookings. Is it true we are going to be liable for VAT on the transport after 1 April 1995?

KLB, W Yorkshire

a Yours is typical of several questions posed since the publication of misleading reports about the effect of the Value Added Tax (Transport) Order 1994 (S.I. 1994 No. 3014).

The effect of the order is to remove from zero rating "transport of passengers to, from or within a place of entertainment, recreation or amusement or of cultural, scientific or historical interest, by the person, or a person connected with him, who supplies a right of admission to, or a right to use facilities at, such a place."

Also removed from zero rating is transport in a motor vehicle between a car park and an airport passenger terminal by the car park provider or a person connected with him and on aircraft where the flight is advertised or held out to be for entertainment or pleasure rather than transportation from one place to another.

This does not mean, as some have supposed, that travel on a coach to a tourist attraction is to become taxed, for it only applies to travel to or within such places when the travel is provided by the attraction provider or "a person connected with him".

This expression has to be interpreted by reference to the Value Added Tax Act 1994 and might be construed as being something like a partner or associated company. It does not include a coach operator who has contracted to purchase admission tickets.

If you take passengers to, and around, a safari park, the transport remains zero rated but if the safari park owner provided coach transport either just around the park itself, or on public roads from, say, a local bus station, to go just to, or also around, the safari park, this would be taxable at the

QUESTIONS & ANSWERS

Questions on coach and bus operation should be sent to: Marksman, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 0733 62656

standard rate.

Likewise, an operator who provides, under a hire contract, a bus service between a car park and an air terminal retains zero rating status. If, however, the operator also provided the car parking facility, standard rate will apply to the transport after 1 April.

Therefore, this order has no direct effect whatsoever on most PSV operators.

There may, however, be a fringe effect: the cost of 'rides' — whether in amusement parks or on preserved railways — are likely to rise because of this, and this may manifest itself in increased ticket charges. Yet, while pleasure flights will now attract tax, pleasure cruises appear to have escaped unscathed.

If a holiday hotel is regarded by Customs & Excise as being a place of 'entertainment, recreation or amusement' — which would appear quite probable although not certain — and the hotelier himself provides transport to the hotel with vehicles owned or operated by him or a person associated with him, the transport would be standard rated.

If the hotelier contracted with a coach operator to provide transport there would be no change from the present situation for the operator but my best guess is the hotelier would be liable to pay VAT at standard rate on both the

transport and the accommodation.

As your question was about VAT on tours it might be appropriate to mention that, from 1 January 1996, all of the margin on sales which fall within the Tour Operator's Margin Scheme will be taxed at standard rate. At present the part of the margin relating to zero-rated sales was itself zero rated. You will need to take this into account in pricing next year's brochure!

Q I operate a trust account for package tour sales. Does the trustee have to hold the travel insurance premium sold as part of the package?

AT, Kent

a The regulation requires the trustee to hold "all monies paid over by a consumer...for a relevant package." While one interpretation would be that this meant anything and everything paid, the alternative view is that 'relevant package' limits it to the money relating to a package as defined by the regulations.

This point has not been determined by a court but my view (with which the Department of Trade and Industry does not disagree) is that the trustee only has to hold money relating to the supply of "transport, accommodation

and other tourist services not ancillary to transport and accommodation and accounting for a significant portion of the package" — and that this definition (taken from the Regulations) does not embrace insurance.

Although insurance may be sold with, and is complementary to, a package, my best view is that it is really a separate contract. It is not something to be enjoyed later as part of a holiday package, its benefits begin as soon as the premium is paid and the premium does not require protection as it is, in essence, non-refundable.

If you do not want the trustee to hold on to insurance premiums you will either need to get the client to pay this to you separately (as the main payment should, of course, be made out to the trustee); or you will need to satisfy the trustee he has no duty, or even power, to retain the insurance premium element until the package is fully executed, ie that he should transfer the premium element straight back to you.

If I were a trustee faced with such a request I would want to be satisfied that the premium charged to the customer was no more than the premium paid by the operator to the insurer, plus just a reasonable level of commission. As you are doubtless aware, some parts of the package holiday industry advertise low prices but charge inflated rates for compulsory insurance.

Q Does a bus operating a registered local service have to carry a first-aid kit?

SB, Norfolk

a Under the Construction & Use Regulations a vehicle being used to provide a local service does not have to carry a first-aid kit. But one could be required under the terms of a local authority transport contract.

The Health and Safety Executive has also been known to insist on first-aid equipment being available on rural services where assistance could be miles away.

MARKSMAN WILL ANSWER MORE QUESTIONS ON 18 FEBRUARY



David Shepherd's painting of an RM on Westminster Bridge

Get the picture RM fans

LONG-standing fans of the Diary page (is there anyone out there?) will remember the saga of David Shepherd's Routemaster painting, which he created for the London Transport Museum in exchange for a real Routemaster bus (*Coach and Bus Week*, 30 July 1994).

Now fans of the last bonnet-

ted buses in London can own a colour print of Mr Shepherd's original, which shows an RM and an RT crossing Westminster Bridge in 1966.

Being sold in aid of the London Transport Museum, the colour prints cost £24.45 each including postage from Freepost LT Museum, 39 Wellington Street, London WC2E 7BR.

I'm too sexy for my bus!

WHEN the Cowie Group took over Leaside Buses, it found a star.

Clapton Bus Garage conductor Duke Baysee has been busy carving out a career as a rap singer.

A version of The Archies bubblegum pop hit "Sugar, Sugar" sold 40,000 copies in September, reaching the top 30.

And the video for Baysee's newest release (a reinterpretation of The Beatles Do You Love Me? on the Double Decker label, music lovers) is being filmed on Baysee's number 38 Routemaster as it wends its way from Clapton to Victoria.

That's the sort of publicity most bus companies can only dream about, and Leaside is taking advantage by holding a competition where the lucky winner and up to 20 guests get a conducted tour of London's top attractions including Madame Tussauds and the Rock Circus.

The guide? Baysee. And the vehicle? Baysee's Routemaster, of course!



Duke Baysee: Star on 38

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● LETTER OF THE WEEK

Give credit to those who listen

From George Peach

SIR

HUMPS IN - BUSES OUT

Your campaign (*Coach and Bus Week*, 10 December) is timely as an industry-wide response is called for but we should be prepared to give credit, too, when highways department staff listen to our concerns.

In Wakefield Metropolitan District, a number of proposals for humps met with a frosty response from ourselves and other bus operators. However, the highways department was inundated with requests for traffic calming. Several designs of humps were constructed at one of their depots for us to try out. Even those acceptable to the emergency services caused us problems.

We agreed to take part in a long-term trial of a modified hump (referred to as a "thump") and which was subsequently the subject of the Department of Transport's Traffic Advisory Leaflet 7/94 published last October.

Part of our monitoring consisted of keeping the same six minibuses on the routes affected (big buses are relatively infrequent and were not monitored) and comparing their maintenance costs with the rest of the fleet.

Problems began to appear after



Humps in, buses out

about four months and we were able to identify parts of the suspension (for example) which were wearing out within one-third of the manufacturer's warranty period.

We demonstrated to officers and council members that, after six months, these six minibuses were incurring routine maintenance costs some 85 per cent higher than the company average. Had the experiment continued, we would have had to give serious consideration to adjusting our inspection cycle from three-weekly to two-weekly.

From the Highway Department's view, the scheme was a great success but it reluctantly agreed to remove the humps (we'll brush over our threat to withdraw the bus services and how we came to be pushing letters through several hundred

letterboxes in the area on Christmas Eve 1993!).

Suffice to say council officers considered a variety of alternatives and accompanied us on a tour of traffic-calming schemes in various parts of Yorkshire and, yes, they sat on the back seat of a minibus as we bumped over cushions and humps. I am happy to tell you the council is replacing the humps with chicanes.

There are several lessons for bus operators to learn.

Firstly, when police, fire and ambulance authorities, as well as the Department of Transport, give humps their blessing, it takes courage by local council officers to take a bus operator's view to the point of overturning a traffic-calming scheme (well done, Wakefield!).

Secondly, many of us have used minibuses to get into roads previously unserved by buses. In many cases it is these same roads where residents are calling for traffic calming. This presents local authorities with a dilemma and the (possibly ill-considered) advice from the Department of Transport does seem to help buses.

Further than this, with local authorities now being encouraged to adopt the 'package approach' in their TPP bids, highway officers need our help. We also need to get involved in the long-term view by examining the detail of the unitary



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Letter of the week wins a Corgi Classics model bus



development plans currently being prepared to ensure that public transport is "built in" to future developments.

Finally, may I say that much of this will not be news to my fellow pre-deregulation dinosaurs. In my experience, however, there aren't many thrusting new entrepreneurs tackling these issues.

George Peach
Commercial director
Yorkshire Traction
Upper Sheffield Road
Barnsley

Competition yes, but bully-boy tactics no

From David Greenwood

SIR

I learn with increasing dismay and incredulity of the activities within the British bus industry which appear to be moving the industry ever closer to monopoly.

During 1984/85 in various forums, large and small, I sat and listened to the then Secretary of State Nicholas Ridley who consistently elucidated the virtues of his twin credos, competition and efficiency.

Within a short time Ridley's legislation began to bite but not in the way he had proposed and I knew of a highly-efficient and profitable company which was attacked by an unprofitable one, the owner of which said his aim was to put the other company out of business.

Not many years later, and after I had left the country, he achieved that aim and it was noteworthy then and remains so, that many far less efficient companies survived by virtue of their size rather than their performance.

More recently a number of old-established independent bus companies have capitulated to the emerging giants and it has been apparent from their own statements that at least some sold

out rather than face the unpalatable alternative.

Some of the tactics employed by the larger groups have left many professionals, including many within those groups who dare not speak out, dismayed and disgusted by the audaciousness of the aggressors.

What surely is particularly distasteful to most professionals, whatever their allegiance, is the profligate destruction of good, efficient and profitable companies which are or were providing excellent services, by those who have no need to pursue such dissolute tactics, whose aims are unashamedly not good healthy competition, but who are motivated merely by avarice.

I sat through much of the committee stage of what became the Transport Act 1985 and I have little doubt that the wanton destruction of the fabric of the industry and the establishment of powerful anti-competitive groups was furthest from Parliament's collective mind.

However, the most loathsome aspect of recent developments is that the large groups are not attacking where business is good, but where they may sustain corporate bloody noses. Nor are they attacking each other's territory, they are doing what the bullies in the school playgrounds do, attacking the small and those they perceive to be weak.

I know I am not alone in finding such behaviour despicable and I frequently ask myself why no one is prepared to fearlessly enunciate publicly what so many are saying privately, but currently, it seems to me industry professionals are prepared to continue emulating Nero.

The time has surely come, for a line to be drawn between what is healthy competition and what are bully-boy tactics and there is an urgent need for a collective screaming from the rooftops that enough is enough, that large companies deliberately setting out to put small ones out of business is just not acceptable.

There has always been a role for small companies as well as for large ones but, unless the present trend abates, unless there is legislation on the lines of the anti-trust laws of the USA, small companies will soon be just a memory and in the process, may I venture to suggest, the beneficiaries will not be the industry's managers, employers or passengers but the City institutions.

David Greenwood
Tamimi and Saihati Transport Co
PO Box 1246
Al Khobar 31052
Saudi Arabia

Diversification or death wish?

Coaches are your core business but you're also selling rail, sea cruise or even fly-drive holidays. Is it a foot-shooting exercise? Mark Williams reports

ACCORDING to Excelsior's managing director, Len Clarke, the cruises his company offers are very nearly a loss leader. "Our cruise programme is almost a service for our clients rather than business. It's not very profitable," he said.

"But coaches have many diverse uses and one of them is to take people to cruise liners. I'd say it's short-sighted to say coach operators might lose out.

"Selling cruises certainly hasn't done us any harm. In fact, in combining the two transport services — coach and cruise — I'm sure we've introduced new people to the coach and, after a pleasant trip to the port, they go away thinking what wonderful things coaches are these days," he said.

Excelsior's moderate cruise sales are ideal for the Bournemouth-based operation — close to major cruise ports with a local population which has a high proportion of retired and semi-retired holidaymakers who have high disposable income. In short, they also make good prospects for Excelsior's quality coach tour programme.

A vehicle fleet in which all Continental coaches have air conditioning and low seat-

ing capacities has helped the firm reach a situation where it avoids trying to compete on price. And Mr Clarke says the anecdotal evidence of its airport shuttle services suggests there has very likely been a knock-on effect.

"All our coaches carry our tour brochures and I know of occasions when passengers on feeders to airports have booked coach holidays."

Tappins Coaches has no regular links with Eurostar but two trips on to the Waterloo end of the passenger-only city-to-city Eurotunnel rail link proved to tour manager Liz Tappin there is room to explore other transport systems without jeopardising core business.

"We ran the trips for our theatre club, who wanted to be among the first to take the train to Paris. It was done on an ad-hoc basis and, to be honest, the second trip just before Christmas was not as well supported.

"But I don't think we have anything to fear from mixing the two. Our customers are loyal to us in other respects and, let's face it, when the tunnel opens to coaches, ours will be on the train with the rest," she said.

"It's my view that the reason the first Eurostar trip was such a success is because we have a 50-plus age group of clientele who may not have the confidence to drive into central London on their own.

"We offer not only to provide the driving but a courier to make the trip more pleasant. I view this kind of trip as one of the many things a tour company must offer."

Not that everyone thinks putting coach passengers on the train is a good thing. Sally Ferries' group sales manager Phil Hankin says coaches rarely compete on comfort and, by handing their passengers over to the train, will be forcing them to make a direct comparison.

And before you say "He would say that, wouldn't he?" Mr Hankin insists it's more an argument in favour of upgrading coach quality. "It may be all right for Wallace Arnold to sell tickets for everything in their travel agencies but if I were Joe Bloggs Coaches, a thriving tour operation, I think I'd be cutting my own throat by selling train tickets.

"Let's face it, trains go faster and are



Eurostar: Faster and more comfortable says Phil Hankin

more comfortable. The only strengths of the coach are that it delivers you door to door and very cheaply but, since shuttling people to the train loses you the first of the two, all you have left is selling on price."

Mr Hankin says that, until your coaches can deliver the legroom and comfort of the train, it may be suicidal to package the two together: "I'm a six-footer and, quite frankly, there's no way these days I'd take a long tour on a 49-seater. Drop the seating to 39 and suddenly the same tour would appeal to me."

He admitted playing devil's advocate to some degree but said he felt very strongly that coach operators must be prepared to compete on quality and comfort before they deliver their customers to the loving seats of the train.

That's almost exactly the philosophy of John Slatcher, managing director at Shearings. He says the trick is to focus on the niche market — in much of Shearings work, the over 55s — and deliver a 'care product.'

"Coaches are, and will for the foresee-

'I have a simple philosophy. It is not for me to decide how my clientele wants to travel. I will simply offer them the opportunity of choice' — Shearings md John Slatcher

able future, be our core business. Nonetheless, we offer cruises, fly/cruise packages, coach/air products, self-drive holidays and even travel on the French TGV," he said.

"But I have a simple philosophy. It is not for me to decide how my clientele wants to travel. I will simply offer them the opportunity of choice and broaden the appeal of the holiday and the Shearings name.

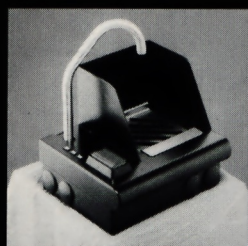
"Questionnaires sent out by Shearings have revealed that 30 per cent of my coach customers are taking other forms of holiday. I will try to deliver the same standard of service in those other areas.

"I never want to get into the 'dump and leave' style of air packages and, if possible, I'll try to introduce the coaching element."



Excelsior: Coach and cruise

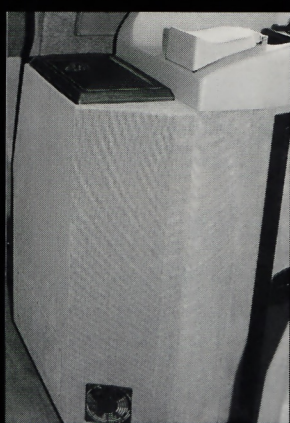
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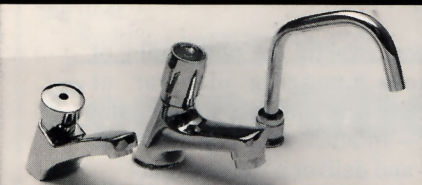
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Rural Development Commission

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A company where pinions matter



Sheila Wetherill: New career

MIKE Wetherill had been working for transmission specialist Avon for nearly 14 years. He had quietly harboured the idea of making a go of it by himself. When the company was taken over he decided the time was right.

Five years later he is managing director of an expanding business with £2 million turnover. His confidence was based on an understanding of the close-knit PSV market. He had built up contacts over 20 years and has used this precious database of key people to create the right opportunities.

Mr Wetherill says that his company, Queensbridge (PSV) Ltd, has forged a significant niche in the remanufactured transmission business thanks to his hands-on style of management and attention to detail.

He claims to deal with most of the major companies and lists subsidiaries from the major groups among his satisfied customers. Channel Tunnel contractor, TML, was a major buyer of Queensbridge units until the project finished.

Rebuilding coach and bus gearboxes or rear axles may lack glamour, but Mr Wetherill is proud of the standards, including BS5750, he set out to achieve.

You can't get away from the association of worn out crown wheels and pinions with dirty used oil. It's a mucky business while the units are stripped, cleaned and inspected.

But from that point quality control takes over. New parts are fitted where necessary. Standard procedure is to re-

Competition in the remanufactured transmission business is tough, but Queensbridge continues to expand. Mike Morgan reports

place all bearings, bushes, o-rings, clutch plates, brake bands, piston seals and oil seals.

All components not to original manufacturer's tolerances and standards are replaced. Some new components have been sourced in Italy, including Routemaster gearbox parts.

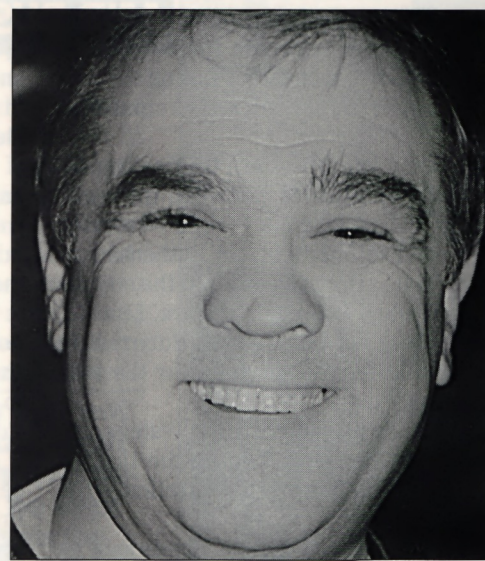
Other parts are overhauled in the Queensbridge workshops, which rebuilds over 40 gearboxes, axles and diffs a week.

Queensbridge is located in a geographical area with a wealth of transmission experience. There are other suppliers in the West Yorkshire area and, crucially, the Barnsley breakers with their ready supply of used gearboxes and axles are close by.

Some of the 49 employees are former GKN axle fitters and Mr Wetherill has claimed a number of bus fitters made redundant as the NBC central works concept crumbled. "It's a good area for skilled work," he said.

Bus companies seeking the best deals on exchange units may drive a hard bargain in the harsh realities of privatisation, but their refocussed commercial drive left a trail of closed overstocked workshop stores — another source of stock for the ever hungry Queensbridge.

Back in 1989 the embryo business came



Mike Wetherill: Hands-on style

into the world in a Leeds lock-up. It outgrew these humble beginnings within six months and within two years had moved to its present site, a derelict freehold building in Ossett. At this point Mr Wetherill's wife, Sheila, changed career and took up the vacant company secretary post. She now does all the computerised accounts.

The company name is derived from its backer, Queensbridge Trucks of London, whose owner, Danny Parman, has a 50 per cent stake. Consequently Queensbridge (PSV) of Ossett has a southern depot in Stepney, east London.

There's tough competition in the PSV transmission world and the Queensbridge pricelist points to some bargains — particularly when compared with advertised prices five or six years ago of similar exchange units. A Fleetline mark I gearbox costs just £700 and a Leyland National can be re-equipped for up to £1,000.

Transmissions for most frontline bus types are stocked. ZF was introduced in the last 12 months and a growing Allison market is predicted. Work on Voith 'boxes is subcontracted.

"The days are gone when you could get over £1,000 for a semi-automatic. Unfortunately we don't control the market, consequently you've got to sell the everyday semi automatics on volume and service," Mr Wetherill said.

Nevertheless, he is very optimistic. "Bulk buying helps because it costs around £600-£650 to recondition a 'box capable of 18-month warranty (two years on a Hydrocyclic)," he said.

"Maybe we score on service and we guarantee a 24-hour service."



From humble beginnings to a £2m turnover

Hallamshire Bus Co banned

By Michael Jewell

HALLAMSHIRE Bus Co has been banned from operating any local bus services for two months for failing to run a service in accordance with its registered timetable.

In addition, North Eastern traffic commissioner Keith Waterworth cancelled the registration for the service concerned — service 277, Doncaster to Sheffield, via Rotherham — with immediate effect and ordered the company, of 52 Chesney Road, Glebe Park, Lincoln, to repay 20 per cent of the fuel duty rebate grant received for the service over the past three months.

Maintenance problems led Mr Waterworth to also cut the authorisation on the licence from 10 vehicles to five and the duration to the end of March 1996.

DoT vehicle examiner Peter Moses said he examined three vehicles in November. One had recently passed its annual test and another had been brought from the repair contractors and there was evidence of recent work having been carried out.

The third vehicle came straight off service and he issued it with an immediate prohibi-

The company's commercial manager, Glyn Pegg, said that, around that time, a substantial amount of work was done on the prohibited vehicle

tion for four items. A broken main spring leaf appeared to be of long standing and the prohibition was endorsed "S" for a significant maintenance failure.

Mr Moses said the vehicles were leased and the maintenance facilities were shared with a haulage contractor. There was no evidence that driver defect report books were being used. Inspections varied in frequency between two and five weeks.

The company's commercial manager, Glyn Pegg, said that, around that time, a substantial amount of work was done, and a substantial amount of money spent, on the prohibited vehicle.

After a driver reported a defect the vehicle had been taken out of service. However, the company failed to check it when it returned from the contractor to which it had been sent for repair.

Mr Moses said the work carried out had been to the rear end. The broken main spring had been at the front of the vehicle.

In reply to the commissioner, he said he had difficulty in contacting the company to carry out a maintenance investigation on several occasions.

Mr Pegg said the company had never used more than three vehicles. When it was formed

YOUR WEEKLY REPORT ON LAW AND THE COACH AND BUS OPERATOR



and it applied for a licence, the intention was to run a mixture of second-hand and new vehicles.

The company was to maintain the former and the latter would be maintained by outside contractors. However, they did not follow that business plan. Instead of purchasing vehicles, they had leased them on a short-term basis.

The available maintenance facilities did not prove wholly satisfactory, as they were shared with a haulier. They were now about to acquire a site with a two-bay workshop at Foundry Street, Parkgate, Rotherham.

If they were allowed to retain their licence, they would immediately acquire two brand new vehicles which would be main-



Commercial manager Glynn Pegg

tained by the dealers. The intention was to revert to the original plan to run a mixture of refurbished and brand new vehicles.

Mr John Hughes, one of the company's new shareholders, said he would be doing the maintenance along with another full-time fitter.

Mr Pegg said they had difficulty in persuading drivers to use the defect books. However, they now had a commitment from the drivers that, as from this week, nil defect reports would be handed in at the end of each duty.

Admitting there was no disciplinary procedure Mr Pegg said they would have to put one in place. "Who is running this business, the company or the drivers?" Mr Waterworth asked.

Conceding that was a valid point, Mr Pegg said the company had been in a state of flux recently.

Mr Waterworth said the company must explain to its drivers that, if they failed to use the defect

report books, they would be conspiring to put Hallamshire Bus Co out of business through having its licence withdrawn.

Mr Pegg said the company would be recruiting a full-time transport manager, one of whose duties would be to ensure the vehicles were maintained at the laid-down intervals.

It would be his task to liaise between the operational and engineering sides.

Tommy Roberts, the company's nominated transport manager, said he had not been able to fulfil his duties for some months due to ill health and he would leave when the new transport manager was appointed.

Questioned by the commissioner, Mr Pegg said service 277 was the company's only registered service. They were not now running a limited-stop Doncaster to Fleetwood service. That service had not been operated as a local service and no fuel duty rebate grant had been claimed in respect of it.

David Whittle, South Yorkshire Passenger Transport Executive station manager Doncaster area, said they monitored services on a ran-

David Whittle, South Yorkshire PTE station manager Doncaster area, said they monitored services on a random and frequent basis

dom and frequent basis.

As a result of complaints received about the level of service 277 they had discussions with Hallamshire Bus on several occasions, but the situation did not improve.

Not more than one of the three buses required on the service had been operated. Buses parked up for excessive time in the bus station.

Comments made by the drivers made it clear they were not going to run the service. Asked why they were parked up, drivers said variously that they were waiting for money for diesel, their buses had defects, or that they were taking a break. He had found the company difficult to contact.

Mr Waterworth said survey results produced showed there had hardly ever been a service 277 on the days concerned.

Mr Whittle said the company had attempted to run the service a number of times but they had never managed to run it fully. The best they had achieved was one bus out of the three required. Concern was expressed by intended passengers, particularly in the late evening.

Mr Pegg said it was accepted service levels had not been as good as they should have been. They had to move from their stand at

from local services

the bus station on the first day of operation. They had difficulty in getting on to the new stand as another bus company used it to park vehicles. Therefore, buses had sometimes had to be driven straight through the bus station.

Mr Whittle said there should be no need to do that as there were PTE staff available to marshal buses. He conceded that, if buses had been driven straight through, they would not have been noted as running by the monitoring staff.

Mr Pegg said the service had a layover time of 30 minutes at Doncaster, but Mr Whittle said the

Mr Pegg said the original business plan was not implemented and there had been no sense of direction

PTE allowed a standing time of 50 minutes.

The mechanical reliability of the company's vehicles was very good, Mr Pegg said, and they had only ever had one breakdown on the road. Their regular drivers regarded the PTE staff as being hostile to Hallamshire Bus.

"I do not personally have that impression," said Mr Whittle.

Mr Waterworth said instances of non-operation had also been noted by Traffic Area staff, but Mr Pegg said that, by the end of October, over 10,000 people had used the service.

The original intention had

been to expand to 10 vehicles within weeks of starting. However, because of a number of factors, including a number of key personnel having only worked on a part-time basis, and because of doubts over the company's future, there had been much drift and indecisiveness.

Problems had been caused by the fragmented structure of the company and the shareholding. Service 277 would be deregistered immediately in its entirety.

The future intention was to look for opportunities in the market place, for example, tendered services, when confidence in the company had been restored, together with any commercial opportunities that came along.

Now the new shareholding was in place they were seeking to rebuild. Many passengers had been very pleased with the service and had written to the company saying so.

Spot checks had been carried out at the bus station and, by and large, the company's vehicles had passed those spot checks.

In reply to the commissioner, Mr Pegg said the original business plan was not implemented and there had been no sense of direction or organisation.

Financial evidence was heard in private at the company's request.

Mr Pegg said it was a matter of considerable regret their obligations had not been met. The sub-

stantial change in shareholding would allow things to develop in a more cohesive manner.

Mr Waterworth said the facts were clear. The Vehicle Inspectorate had identified a number of deficiencies in the past maintenance of the vehicles.

The company had not fulfilled its statement of intention that its vehicles would be kept in a fit and roadworthy condition.

Its performance in terms of maintenance was of concern, but he had noted the proposed changes. As far as service 277 was concerned, he was satisfied there had been a significant failure to

The company had not fulfilled its statement of intention that its vehicles would be kept fit and roadworthy

operate over a period of time.

The commissioner said he required producing within 28 days:

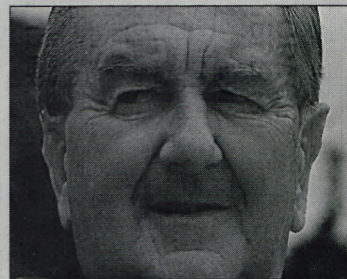
- A letter from the company's bank relating to the overdraft facilities
- Completed accounts
- A copy of a letter to the company's drivers setting out their responsibilities in regard to defect reporting
- A copy of the nil defect report book that was to be used in the future
- A job description for the new transport manager.



'Industry cause for concern'

THE taxi industry was an one that frequently gave him cause for concern, said West Midland traffic commissioner John Mervyn Pugh

Mr Pugh (below) granted taxi operator Stephen Friel, trading as Associated Travel, of 36 Mears Drive, Stetchford, Birmingham, a restricted O-licence for two minibuses.



He wanted Mr Friel to maintain his taxis the same way he would be maintaining his minibuses, and not the other way round, Mr Pugh said.

There was an awful tendency, when there was a fleet of taxis and a couple of minibuses, to treat the minibuses like taxis.

Mr Friel said he realised they were different. He would inspect the minibuses himself every six weeks.

Mr Pugh said that was the maximum time there could be between inspections.



Licence duration cut till the end of June

BLAENAVON coach operator Eileen Hewitt's O-licence duration has been cut by South Wales traffic commissioner John Mervyn Pugh to expire at the end of June.

Disciplinary proceedings involving Mrs Hewitt, who trades as C and E Travel, of Mount Durand, The Firs, Llanavon Road, Blaenavon, had been previously adjourned pending the outcome of a pending prosecution at Tredegar (*Coach and Bus Week*, 14 January).

For Mrs Hewitt, Geoffrey Williams said those proceedings

had been discontinued. However, there was also a prosecution pending for failing to display a licence identity disc. Mrs Hewitt would be pleading guilty, though she was unaware at the time the disc was missing.

Mrs Hewitt said a prohibition notice for a defective tyre had been lifted without the tyre being changed. She had put the vehicle through an MoT test with the same tyre to prove her judgment was correct.

DoT vehicle examiner Graham Ballard agreed there was an anomaly in that, though the tyre was listed as being below the legal limit, a delayed prohi-

bition had been imposed.

He said he had endorsed the prohibition "S", showing a significant failure in maintenance, because there was a substantial patch of tread below the legal limit. He maintained the type of prohibition imposed was at the discretion of the vehicle examiner concerned.

Suggesting Mrs Hewitt write fresh letters to her drivers, pointing out their responsibilities, Mr Pugh said there were lots of things wrong with her drivers.

"I must rely upon my drivers, and they are fickle people," said Mrs Hewitt.

Mr Pugh said Mrs Hewitt was trying desperately hard but she needed to be more authoritative with her drivers.

There would be a further public inquiry in June, when he hoped Mrs Hewitt would prove that her system of maintenance was working well.

However, if there were any further prohibitions that caused him concern in future, she would be back before him earlier and he would be hard put not to take serious action, and this was the last thing he wanted to do.



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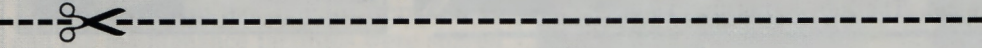
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Tel 0546 602408 (Scotland). (52868/VU5)**BEDFORD YMT DUPLÉ DOMINANT**1977, Full 12 month's test, retrimmed, all new road springs, 53 seater
£3,000 + VAT
Tel: 0229 828022 (52857/VU5)**BEDFORD ELITE**41 seat
£900
Tel: 0293 568969
in office hours (52867/VU5)**LEYLAND DAF DIESEL**E Reg, 13 Seater,
£3,500 + VAT
TEL: 01473 250349 (52867/VU5)**PLAXTON**1979, 53 seater, full MoT
£4,000
Tel: 0592 882259
or Mobile 0374 459416 (Scotland) (52858/VU5)**BREAKING FORD DUPLÉ**1977, 53 seater
£1,000
Tel: 0592 882259 or
Mobile 0374 459416 (Scotland) (52859/VU5)**FORD COACH, 1977**Taxed, tested Sept '95, unwritten, very clean, 53 seater plus courier seat, head rest covers, radio/PA, recon. Ford engine. Like new to drive.
£3,000 ono - no VAT
Tel: 01256 811701 (Hampshire) (50036/VU5)

VEHICLE SALES

MINI - MIDI - LUXURY COACHES



REGAL
COACH SALES LTD.



Day telephone: 041-776 3268

Evenings: 041-775 1884

1988 E DENNIS JAVELIN PLAXTON PARAMOUNT

3200, 49 seats, rear toilet, drinks machine, wired for TV/video, Telma, rear continental door, ABS, MoT Aug '95.

1988 E TALBOT EXPRESS 2.5, side door, radio, white exterior MoT Dec '94.

1987 D FREIGHT ROVER 2.5, 15 seat, luxury mini-coach, MoT October '95.

1987 E/D TALBOT 2.5 TRI-AXLE, 20 seats, power door, destination gear, various MoT dates. Choice of 7.

1986 C FORD TRANSIT 2.5 DI, 16 seats, 5 standees, power door. Choice of 6. Various MoT dates.

1985 B FORD T152 PLAXTON PARAMOUNT 3200, 35 seat luxury coach, tinted windows, power door, MoT Dec '95.

1981 W BEDFORD YMT DUPLÉ DOMINANT II, 53 seat coach tinted windows, radio pa.

1980 V BEDFORD YMT DUPLÉ DOMINANT II, 53 seat coach II metre power door, MoT April 95.

Old Mill Park, Kirkintilloch, Glasgow G66 1SP. Fax: 041-777 8138

MINI - MIDI - LUXURY COACHES

IT PAYS TO READ THE SMALL PRINT!

It pays to read every word of a Kässbohrer advertisement. We spell it all out - main features, condition of vehicle - all backed by the Kässbohrer promise of absolute quality and performance. Now read on . . .

* 1 x 1991 Scania K113/Van Hool - 51/55 recliners, demountable toilet, Telma, ABS, alloy wheels, double glazed, fridge, water boiler, Continental door, TV/video, radio, P.A. New COF - Superb condition.

* 3 x 1988 Volvo B10M/Caetano Algarve - 49 recliners, toilet, TV/video, drinks machine, double glazed, Continental door, Courier seat.

* 2 x 1990 Volvo B10M/Jonckheere Deauvilles - (low driver) - 51 recliners, air conditioning, double glazed, TV/video, Radio, P.A., rear mounted toilet, drinks machine, driver/courier fans.

* 1 x 1987 Scania/Jonckheere P.50 - 57 recliners, Radio/PA, Telma, courier seat, double glazed.

* 1 x 1987 Volvo B10M MKII/Jonckheere P.599 - 51 recliners, toilet, TV/video, drinks machine, double glazed.

SEND FOR COMPREHENSIVE LIST
OF USED VEHICLES

SERVICE

Specialists in the Setra product for all aspects of service, repair, engine rebuilds, heating, painting etc. Contact for more information.

PARTS

The most comprehensive range of Setra parts in the United Kingdom plus stockists for Theodor Maier and Webasto items.



☎ 01522 500115

or ring Arthur Humphries (Sales Manager)

Home 01902 732140 Mobile 0585 268631

Kässbohrer (UK) Limited, Sadler Road,
Doddington Road Industrial Estate, Lincoln, LN6 3RS.
Telefax: 01522 500118



Kässbohrer
Setra. Perfection in coaches.

1983 BEDFORD DUPLÉ LASER

53 seats, good test.
1984 VOLVO B10 JONCKHEERE P90
Exec spec, 57 seats, P.P.
1986 VOLVO B10M DUPLÉ 320
46 seats, toilet, new test and MoT.
Martins Bus and Coach Sales
Tel: 0606 833476

1989 (G) DAF DKFL
Plaxton Paramount 3500
51 executive.....£60,000
1987 LEYLAND TIGER 260
Plaxton Paramount 3200
53 recliners£45,000
1985 DAF MB200
Plaxton Paramount 3500
49 re-moquetted seats,
new engine, long test...£30,000
1985 VOLVO B10M T
Plaxton Paramount 4000
67 re-moquetted seats, new
engine, full executive...£43,000

1984 VOLVO B10M (Twin Deck)
Jonckheere P90
59 executive£28,000
1984 VOLVO B10M (Twin Deck)
59 executive£26,000
1981 VOLVO B10 M
Jonckheere Bermuda
49 executive£16,000
1981 VOLVO B10M AIR/LEAF
Jonckheere Bermuda
53 re-moquetted sets
and toilet£14,000

Tel: 0524 701213
(52860/VSG)

1985 BOVA FUTURA
49 seats, toilet TV/video,
MoT June, vgc.
£34,000 + VAT

1984 BEDFORD CONTOUR
Re-powered Cummins,
2 years warranty, 57
re-upholstered seats, vgc.
£17,000 + VAT

Tel: 0708 630555
Eves 0708 228116

(52899/VSG)

1988 DAF MB230 ALGARVE.
49/53, toilet, monitor, video, curtains, double glazed, wheel trims, hot drinks, fridge, 6 new tyres, engine overhauled, MoT May '95
.....£41,000 ono

1982 B10M ALIZEE H. 49, toilet, tv, video, blinds, hot drinks, fridge, retrimmed, wheel trims, MoT July '95.....£27,000 ono

Tel. 0506 871231
0374 673188
(Mobile)

(52597/VSG)

KASSBOHRER-SETRA 215HD -
1983 - P Plate - MoT -
November '95 - Owned from
new.....£49,500 + VAT
SKYLINER - DECKER - 1986 -
C Reg - 75 seats - MoT - April
'95 - Gardner Engine - Auto
G/Box.....£48,500 + VAT

VOLVO B10M - Plaxton 3200 -
Choice of two - 1985 - 57 seater -
Retrimmed & Pannier Lockers -
Owned from new - MoT -
November '95.....£42,500 + VAT
VOLVO B10M LASER I 1984 - 57
seater - Retrimmed - Excellent
condition - MoT Jan '96 £28,500

Contact Tony Turner
Bristol - 0272 559086

(52856/VSG)

COACH & COMMERCIALS SELF DRIVE BUS AND COACH HIRE

Long and short term rental rates
from £60 per day. No hidden extras

BUSES AND COACHES WANTED

Reconditioned Bedford
YMT Diff - £300
1982 LEYLAND TIGER, semi exec, very good
condition, running daily, good test
£13,000 for quick sale.
1982 LEYLAND LEOPARD, good condition,
51 E type seats, ready for work - £10,750

Tel: 0226 752086
0226 284187
0831 294542

(52845/VSG)

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VEHICLE SALES - GENERAL

0733 898111

0733 898111

COACH SALES

0733 898111

VEHICLE SALES

BLYTHSWOOD
MOTORS LTD1175 ARGYLE STREET, GLASGOW
All Mercedes 2 years warranty or 200,000 kilometresNEW MERCEDES URBANRANGER service
or dual purpose, 47+25 + pen, **STOCK.**NEW MERCEDES 709, coachbuilt, 29 + 7
standees, p/d, dip tac, **STOCK.**NEW MERCEDES 811, diesel, extended
coachbuilt, 33 service or semi coach seats,
standees, DipTac, wide passage, auto,
Allison or manual, **STOCK.**NEW MERCEDES 814 diesel, extended
coach built, luxury coach spec, power swivel
door, large boot, racks, **STOCK.**NEW MERCEDES 711 Turbo, 24 lux, boot,
power swivel door, **STOCK.**NEW MERCEDES 609D, 24 seats, full spec,
boot, power door, lug rack, radio cassette,
Also 26 manual door, **STOCK.**NEW MERCEDES 410, 16 high back face
forward seats, **STOCK.**NEW MERCEDES 709, 29 coach seats, boot,
STOCK.NEW MERCEDES 609, 24, underfloor tail-lift,
p/d, **STOCK.**NEW MERCEDES 208, 12 + driver, psv, front
entrance, **EARLY.**NEW TRANSIT 16/20, power door, high roof,
coach or service spec, + standees, **EARLY.**NEW TRANSIT, 15 diesel psv, **STOCK.**NEW TRANSIT, diesel, s/door, 16 or 5
wheelchairs, **STOCK.**NEW TRANSIT 14, diesel, psv, **STOCK.**NEW TRANSIT, diesel, 8 seat taxibus
wheelchair, **STOCK.**NEW DAF SERVICE BUS, 20 + 3
standees, also welfareNEW DAF 16/20, p/door, tail lift, **STOCK.**NEW DAF 400, diesel, 16 PSV, hi spec, turbo,
STOCK.NEW DAF 400, 16 PSV, high spec, **STOCK.**MAZDA, 14 diesel, PSV, white, **STOCK.**ALL OPEN TO
REASONABLE OFFERS

95 LEYLAND DAF, 16, lux, turbo.

95 LEYLAND DAF, 16, school spec, belts.

94 TRANSIT, 16, high roof, psv.

93 MERCEDES 811, service bus, 13 + 12.

93 MERCEDES 709, service spec, 29 + 10.

90 MERCEDES 408, 16, coach spec, FF.

90 TRANSIT, diesel auto 15 PSV, low mil

90 DUPLÉ 425 CUMMINS, 52 recliners,
toilet, TV, low mileage, courier.

89 MERCEDES 609, 19 + boot and p/door.

89 CHARISMA 0303 MERC 49 exec.

89 MERCEDES 609, 19, p/door & boot.

89 CITROEN 14, diesel, PSV.

89 MAZDA DIESEL, 14 seat, PSV tested.

89 FREIGHT ROVER 16, high roof.

89 MERCEDES 208, 12 seat, diesel.

88 TALBOT TRIAXLE, 13 + 2 wheelchairs
and lift

88 VOLVO B10 DUPLÉ 320, 57 seats

88 MERC 23, coach spec.

88 MERCEDES 814, 29 seat, p/door & boot.

88 TRANSIT, 12, diesel, psv, swb.

88 MERC 609, p/door, 23 seats.

88 TRANSIT, diesel, 11 psv, swb.

88 RENAULT DODGE, 25 service bus, auto.

88 MERCEDES 609, 24 coach, boot.

88 TRANSIT, petrol, 12 seats.

88 MERCEDES 609, 23 coach, boot.

88 F MERCEDES 709, 21 seat, coach spec.

87 MERC 814 (6 Cylinder), 28 seats, PMT
body, p/door, coach spec.

87 MERC 609, 25 seat, coach spec.

87 TALBOT 14, diesel psv, no test, £1,500.

87 RENAULT DODGE, Man, service,
Alexander 23.

87 MERC 609, 25 seat, coach spec.

86 RENAULT DODGE, service bus auto, 25.

86 IVECO, 19 service bus tested.

86 LEYLAND CUB, 33 + standees, service
bus, auto + Telma

85 DUPLÉ 45 EXEC, 55, toilet, auto.

85 C SETRA EXEC, testing, 49 or 53, toilet.

84 DAF JONCKHEERE, 49, toilet, exec

84 VOLVO IRIZA, 49, toilet, exec, retrimmed

83 DODGE R BURGESS, diesel, auto, 17F
door.82 DENNIS PERKINS, auto, Alexander service
bus, 50 + standees.

81 BEDFORD PLAXTON 29, p. door.

81 LEOPARD DUPLÉ EXPRESS, 53 seats.

81 BEDFORD, 53 Duplé testing.

80 FORD, 35 seat Duplé II.

79 V VOLVO DUPLÉ II, 50 rec, toilet, tested.

79 LEYLAND PLAXTON EXPRESS, 49 seats.

79 FORD, 35 seat Duplé II.

79 FORD, 31 seat Duplé II.

78 LEYLAND DUPLÉ, 53, express doors.

78 LEYLAND LEOPARD EXPRESS, 53 seats.

78 SEDDON GARDNER ALEXANDER,
manual box.

77 VOLVO PLAXTON, 53, 8 speed, new test.

MERC DIESEL, 4 berth Motorhome, delivery
mileage only, elevating roof.WANTED FOR CASH - MINIBUSES &
MIDSIZE BUSES
- ALL MAKES & SIZES.
IMMEDIATE HP SETTLEMENT
Tel. 041 221 3165
Fax. 041 221 3172
or 041 639 6107 Eves
OPEN 6 DAYS INCLUDING SATURDAY

(51613/VSG)

MERCEDES 811 Automatic Beaver Bus, 31 seats, parcel pen, DipTac
spec, MoT 28.8.95, first reg 4.9.90.....£23,000VOLVO B10M Plaxton 3500, 4 star spec, 49 rec, rear sunken toilet,
TV/video, drinks machine, Eberspacher, Telma, (recent retrim), MoT
30.11.95, first reg 10.2.83£34,000VOLVO B10M Plaxton 3500, 4 star spec, 49 rec, rear sunken toilet,
TV/video, drinks machine, MoT 6.2.96, first reg 6.2.94£34,000

ALL THE ABOVE VEHICLES OWNED BY US FROM NEW

RICHARDS BROS, CARDIGAN

0239 613756

(52628/VSG)

1981
VOLVO B58 PLAXTON
SUPREME IV

49 recliners, power door

£12,750 ono

1982

VOLVO B58

Semi-auto gearbox, Plaxton

Supreme VI, 51 recliners,

power door, etc.

£14,250 ono

1983

DAF/JONCKHEERE P599

49 recliners, radio, pa, centre

sunken toilet, power door,

choice of two

£22,000 ono

All of the above have recently

been MoT'd.

Full maintenance history of

each vehicle available.

CONTACT

Peter Meadows

BOWENS

66 Fazeley Road,

Tamworth, Staffs.

Tel. 0827 60011

(52897/VSG)

VEHICLES WANTED

TOUR COACH REQUIRED under 4
years at the very lowest price. Tel.
010 353 44 0825/23133 eves. Fax.
42280. (52802/VSG/VW)WANTED, Clean coach (preferably
Plaxton bodied) from 1982 to '89.
Tel 010 353 6454041 or fax.
(52854/VSG/VW)

COACH SALES

AEC

AEC DUPLÉ DOMINANT II, 1979,
Express doors, semi-auto, re-
trimmed two years ago, bodywork
good. £4,500 ono, Brighton. Tel:
0273 890477. (52863/CS/AEC)

BOVA

1988
(PP registered)
BOVA/DAF
POWEREDFinished all white, 49 reclining
seats, courier seat, tv/video, hot and
cold drinks machine, offside middle
toilet, very good condition,
long MoT December 1995.

£65,000 + VAT ONO

CHOICE OF 2

PARNHAMS OF LUDGERSHALL

Tel. 0264 790382

0264 790606

(52895/CS/BOV)

BOVA FUTURA SEATS for sale.

£200 per double. Tel. 0694 771226.

(52659/CS/BOV)

COACH SALES

BOVA

1985 BOVA
DAF POWERED49 recliners, centre toilet,
drinks, TV/video, radio,
P/A, tape, drivers bunk,
MoT Dec 1995, good
reliable executive coach.

£36,500 ovno + VAT

Tel 0151 428 6102

(52609/CS/BO)

BEDFORD

AUG 1986,
BEDFORD 330
Plaxton Paramount

29 seater coach, very good

condition, tested May '95

£15,500 + VAT ono

0151 922 3100

(52879/CS/BE)

FOR SALE

1981

BEDFORD YNT
SUPREME IV BODY53 seater, new engine, brakes,
tyres, clutch, exhaust,

MoT Jan 96

Tel:

0203 313253

(52894/CS/BE)

1980 BEDFORD YMT, 53 seats, PP,
recon engine fitted Feb '94, seats
retrimmed Jan '94, MoT till Jan
'96, excellent condition. First to
see will buy. £5,750 ono + VAT.
Tel. Woods Coaches, Leicester,
0116 2786374. (52861/CS/BE)1988 BEDFORD YNV PLAXTON, 55
(57) seats + courier, radio/PA/cas-
sette, curtains, power door, low
mileage, taxed & tested Dec '95,
£30,000 + VAT, Banstead Coaches
Ltd, Surrey 01737 354322.

(52684/CS/BE)

OVER 6,700 WAYS to make
money. That's how many top
decision makers in the coach and
bus industry PAY to receive Coach
and Bus Week. For more details
ring (0733) 63100 NOW.

DAF

DAF SB3000 DKV
VAN HOOL ALIZEE1989 full spec executive,
51 reclining seats,
double glazed,
full draw curtains, fridge,
toilet, coffee/tea machine,
video, tv, carpets,
exterior all white

£75,000 + VAT ovno

For more details or to view
this excellent coach

Tel.

0131 657 3705

(52865/CS/DAF)

1981

DAF MB200

Bermuda body, 53 reclining seats
+ courier, recent retrim,
seatbelts, Webasto,
12 months MoT.

£15,000 + VAT

Owner/driver retiring

Tel. 081-424 0294

(52855/CS/DAF)

1982 DAF MB200 PLAXTON
EXECUTIVE VIEWMASTER GT51 recliners, courier seat, private plates,
rear sunken toilet, coffee machine, tinted
windows, air suspension,
radio/cass/pa, continental OSR door
with steps. Full 12 month test, tax,
service history for last 8 years.

£16,500 + VAT

Tel: 01905 458529

(53517/CS/D)

1982
MB200 PLAXTON
SUPREME V53 retrimmed recliners,
good sound vehicle,
tested to May '95,
will retest if required.

£15,000 + VAT

STORT VALLEY

Bishops Stortford

Tel: 0279 654789

(52896/CS/DAF)

1985 DAF ALGARVE MB200, toilet,
TV, video, new tyres, brakes,
shocks, MoT Sept '95. £25,000 +
VAT. Would take a 28/35 seat
coach in P/X, trade up or down.
Tel 0684 592042. (53505/CS/DAF)1980 DAF MB200 PLAXTON, 53
seater, all white, power door, radio
cassette, new centre floor, cur-
tains, tinted windows, excellent
runner, speed limiter set at
65mph, £7,950. Hursts Coaches,
tel. 0942 47703. (52850/CS/DAF)

FORD

TRANSIT DIESEL, 8 seats plus driver,
luggage and wheelchair ramp,
Taxibus, immediate delivery, 14
and 15 seat PSV available now.
Tel: Blythwood Motors, 041-221
3165. (52762/CS/FO)

LEYLAND

LEYLAND LEOPARD S/A ALEXAN-
DER BUS, 57 seats, recent recon
gearbox + engine, taxed & MoT, in
daily use, £4,250 + VAT. PX possi-
ble for later coach. Tel 0245 320598
Essex. (52719/CS/LE)

LEYLAND



FOR SALE

LEYLAND VAN HOOL

1987, recently painted and
finished in white, 51 reclining
seats & courier seat, TV, video
& toilet, long MoT.

£46,995 + VAT

PART EXCHANGE MAY BE
CONSIDERED

TELEPHONE 081 985 1144

(52881/CS/LE)

1980/1 LEYLAND TITANS, Gardner
6LXB, 2 door, some with tickets.
Choice of 5.1980 LEYLAND LEOPARD, fitted Plaxton
Supreme 4-body shell, 53 bus seats, express
doors, semi-auto power steering, 21 standing.LEYLAND ATLANTANS, chassis
reconditioned and updated 1984, rebodied
with Northern Counties double-deck 1-door
bodies. Choice of 2, with long tickets.

ENSGN BUS & COACH SALES

0708 631122

(51350/CS/LE)

APRIL '94
LEYLAND DAF16 seater High Loader,
under 10,000 miles, as new.

£15,000 OR

NEAREST OFFER

TEL 0324 840950

OR 0383 823410

(52589/CS/LE)

LEYLAND DAF 200 Diesel, K reg,
13 seater. £8,000 + VAT. Tel: 01473
250349. (52699/CS/LE)1976 LEYLAND LEOPARD, 12
metre Dominant 1, 55 seats, recon
semi auto gearbox 11/94 Taxed
and Tested, surplus to require-
ments, good condition. To clear
£2,800 + VAT. Tel: 0246 203532.

(52695/CS/LE)

MERCEDES

MERCEDES, 16-33 seats in stock
now, coach spec & 29 + 8
standees, 709 + wheelchair vehi-
cles available now, also Urban
Ranger, 47 + 23 standees, service
or dual. Blythwood Mtrs, Glas-
gow. 041-221 3165 or 041-639
6107 anytime. (52761/CS/ME)1989 MERCEDES 811D Plaxton
Beaver, 33 seat bus body, recent
respray in cream, taxed & tested,
VGC, £25,000 ono + VAT, possible
PX for 21-24 seat 609-8D bus. Tel
0245 320598 Essex. (52717/CS/ME)1983 MERCEDES Van Hool
Astromege, 77 recliners, double
glazed, resprayed white, no MoT,
very well maintained, £25,000 +
VAT ono. Tel. 071-580 6600.

(52758/CS/ME)

1989 MERCEDES 811D, 29 luxury
seater, radio cassette PA, power
door, auto, large boot, 4 stair, MoT
4/95, low mileage, £23,000 + VAT.
Tel. 081-965 5333. (52882/CS/ME)1982 MERCEDES 508D, 19 high
back seats, tinted windows,
stereo, new tyres, rear boot, lug-
gage racks, seatbelts, not a con-
version, new MoT, VGC for age,
£4,600 + VAT ono. 0449 774485.

(52685/CS/ME)

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COACH SALES

0733 898111

BUS SALES

NEOPLAN

1983 NEOPLAN SKYLINER

With Mercedes V10 engine and ZF autobox, 71 seats, toilet, video, Webasto, servery and current MoT.

£32,000 + VAT

Contact Neil Wilson or Graham Willett
Tel. (0279)

680854/662320

(52900/CS/NE)

NEOPLAN SKYLINER, 1982, 10 months test, 71 reclining seats, tidy condition inside and out, £25,000. Tel. 0580 879339.

(52700/CS/NE)

OPTARE

811D OPTARE STAR RIDER

1989

29 coach seats, curtains, large boot, excellent condition, 12 months MoT

£27,500 + VAT

Tel. 0362 692202

(52692/CS/OPT)

SETRA

**1991 KASSBOHRER SETRA 215 HR**

53 reclining seats, air-conditioned, fully fitted Flotex carpet, excellent condition, very low mileage.

£115,000 + VAT

TRAVELLERS COACH COMPANY LTD
0181-577 5440

(52721/CS/SET)

**71 SEATER SETRA DOUBLE DECKER COACH, 1986**

Recently installed new clutch and gearbox, MoT until April 1995, vehicle in nice condition with TV, video, drinks machine & toilet.

£66,000 + VAT

PART EX MAY BE CONSIDERED

TELEPHONE 081 985 1144

(52880/CS/SET)

SCANIA

1984 (B) SCANIA K112/ JONCKHEERE P599

Private plate, 51/53 reclining seats, demountable centre toilet, double glazed, water boiler, drinks dispenser, TV, radio, cassette & PA, driver's bunk, carpets, curtains, recent new engine and retrim. MoT 11/5/95, outstanding example for year.

£39,950 + VAT

FENN HOLIDAYS, March, Cambs.

Tel. 0354 53329

(52756/CS/SC)

SCANIA

NEW SCANIA L113 SERVICE BUSES AVAILABLE SOON

NEW SCANIA K93 BERKHOF, 55 R. seats
NEW SCANIA K93 VAN HOOL ALIZEE, 57 F. seats
NEW SCANIA K113 VAN HOOL ALIZEE, 49/53 R. seats
NEW SCANIA K113 CENTURY, 49 R. seats, air con

ALL IN STOCK**NEW SCANIA SERVICE BUS**

1986 C SCANIA K92 JONCKHEERE SERVICE BUS, 47 seats

USED SCANIA

1992 J SCANIA K93 VAN HOOL ALIZEE, 55 recliners, radio, P/A cassette, due in soon

1991 H SCANIA K93 PLAXTON PARAMOUNT 3200, low driver, 53 recliners, double

glazed, radio, P/A cassette

1990 G SCANIA K93 VAN HOOL ALIZEE, 51 recliners, toilet, drinks machine, radio, P/A, cassette

1988 E SCANIA K112 VAN HOOL ALIZEE, 49 recliners, toilet, double glazed, radio, P/A, cassette

1988 E K112 VAN HOOL ALIZEE

USED VOLVO

1989 F VOLVO B10M DUPLÉ 320, 57 seats, radio P/A cassette.

1983 VOLVO B10M VAN HOOL ALIZEE, 46 recliners, toilet, servery unit

OTHER

1986 C DAF PLAXTON PARAMOUNT 3200, 55 fixed seats, radio P/A cassette

1983 TIGER VAN HOOL, 52 recliners, radio P/A cassette

1988 F TOYOTA OPTIMO, 21 seats, 6 cylinder engine



Reliable Vehicles Limited

SCANIA SCOTTISH DISTRIBUTORS

TELEPHONE: 0131-333 2362

FAX: 0131-335 3158 (52429/CS/SC)

TOYOTA

1988 OPTIMO, 18 and 21 seaters, full spec, full tickets, tea and coffee machine, £18,500 + VAT. Tel. 081-965 5333.

(52883/CS/TO)

VOLVO

**1989 VOLVO B10M T, MkIII**

65/67 armchair seats, Plaxton 4000, TV, video, stereo, toilet, tables, cup holders, glove nets, double glazing, sun blinds, curtains, carpets, all rubber floor, Klix drinks and fridge, air extractors, 3 crew seats and bunk, very large luggage lockers.

Maintained regardless of cost, owned from new, exceptional condition, long MoT.

£89,950 + VAT

QUALITY PART EXCHANGE CONSIDERED

Contact Geoff Flight

FLIGHTS COACH TRAVEL

0121 322 2222

(51468/CS/VO)

VOLVO

FOR SALE

VOLVO

1986 C Volvo B10M automatic/Plaxton 3500, 49 seats, toilet, video, drinks

£45,000

1989 F Volvo B10MT/Plaxton 4000, 67 seats, rear lounge, toilet, video etc

£80,000

1992 J Volvo B10M/Van Hool Alizee, 49 seats, toilet, video, drinks

£115,000

1990 G Volvo B10M/Van Hool Alizee, 49 seats, toilet, video, drinks

£92,000

PRICES EXCLUDE VAT & TYRES

All in immaculate condition and with 12 months MoT

For details ring

0925 634296

(52547/CS/VO)

1988 VOLVO B10M Plaxton Paramount 3500, 1 year's MoT, 49 recliners, Telma, toilet, TV & video, hot drinks, aircraft lockers, carpets and private plate (good condition inside & out)

£67,750 ono

1988 VOLVO B10M, Ikarus Blue Danube 358, 9 months MoT, 49 recliners, Telma, toilet, TV & video, MoT, hot drinks and private plate (recent retrim)...

£55,000 ono**CONTACT STEVE**

01206 824363

CEDRIC COACHES,

WIVENHOE, ESSEX

(52812/CS/VO)

VOLVO

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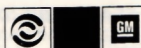
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- 1988 'E' VOLVO B10M PLAXTON PARAMOUNT 3500, 49 seat fully refurbished coach. FULL executive specification.
- 1986 DAF MB 2300 VAN HOOL ALIZEE, 48 seat executive. WC, servery, 1996 MoT.
- 1985 'B' DAF BOVA FUTURA, 49 seat executive.
- 1984 'B' DAF MB200 DUPLÉ CARIBBEAN MK2, 49 seat executive. WC, servery, drinks machine.
- 1984 'B' DAF BOVA FUTURA, 49 seat executive. WC, drinks machine.
- 1984 'A' PLAXTON PARAMOUNT 3200, Cummins L10, 53 seat executive.
- 1983 VAN HOOL ASTROMEGA, 77 seat double deck executive.
- 1982 KASSBOHRER SETRA 5215 HD, 49 seat executive. TV/video, drinks machine.
- 2 x 1983 'Y' FORD R1114 DUPLÉ DOMINANT MK2, 53 seat coaches.
- 1983 'Y' MAN REEVE BURGESS RIVIERA, 28 seat coach.
- 1983 'Y' DAF MB200 PLAXTON PARAMOUNT 3200, 48 seat executive. WC, servery.
- 1982 'X' VOLVO B58 DUPLÉ DOMINANT, 53 seat coach.
- 1981 VOLVO B10M JONCKHEERE BERMUDA executive. WC.
- 2 x 1981 'W' FORD R1114 DUPLÉ DOMINANT MK2, 53 seat executive.
- 1981 LEYLAND TIGER PLAXTON SUPREME, 46 seat executive.
- 1981 'W' BOVA EUROPA INTEGRAL, 53 seat coach.
- 1981 'W' BEDFORD YMT PLAXTON, 53 seat coach.

MINI-BUSES/COACHES/STAGECOACHES

- 1991 'J' IVECO 40.10, 12 seat PSV executive minicoach.
- 1991 'H' LEYLAND DAF 400 M2M, 16 seat PSV minicoach.
- 1991 'H' VW LT35, 8 seat high roof minibus.
- 1991 'H' IVECO 49.10, minibus.
- 1990 'G' IVECO 49.10 CARLYLE, 25 seat minibuses.
- 5 x 1989 'G' MERCEDES 609D REEVE BURGESS, 20 seat minibuses.
- 2 x 1989 'G' MERCEDES 408D CRYSTALS, 15 seat minicoaches.
- 1990 'G' IVECO 49.10, 15 seat luxury PSV minicoach.
- 1989 'G' LEYLAND DAF 400, 16 seat PSV minicoach.
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- 1987 MERCEDES 207, high roof 15 seat minibus.
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- 1985 LEYLAND CUB DUPLÉ, 27 seat servicebuses.
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- 1981 LEYLAND REDLINE, 31 seat servicebuses.
- 1975 DAIMLER FLEETLINE, 75 seat D/D bus.
- 1970 BRISTOL VRT, 70 seat D/D bus.

MANY FURTHER ENTRIES EXPECTED AND INVITED

PLEASE NOTE: The above list represents only a small selection of the PROMISED entry and are as such
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Further to this advertisement will be an update insight available on Friday 3rd February
after 6pm from DIAL-A-FAX.

BUS and COACH DIAL-A-FAX: (0336) 413753

Dial the above number on your fax and press START.

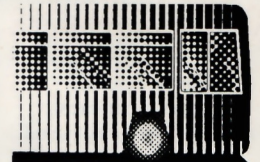
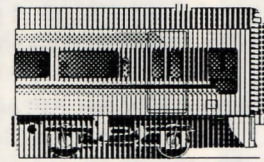
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ADT Auctions

APPOINTMENTS AND TENDERS



The County of Avon is committed to the provision of
good public transport for elderly people, disabled people
and for community transport. Are you a suitably
qualified and dedicated person who has experience of
working with the voluntary sector?

PUBLIC TRANSPORT ACCESSIBILITY OFFICER

Salary £21,651 - £23,400

Can you demonstrate an appreciation of the problems
experienced by people with impaired mobility and the ways
in which society can overcome them by promoting their
integration into mainstream public transport?

The Council is implementing a strategy for the development
of services which ensure equality of access for people with
impaired mobility. You will be expected to play a significant
part in developing initiatives.

This post is located in the Council's Public Transport
Division in the centre of Bristol. To qualify as a Senior
Engineer you must have a minimum of six years relevant
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You will be working in an attractive part of the country and
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For an informal discussion, after reading the job description
please contact Malcolm Craig on Bristol (0117) 987 4602.

Application by form only, available with further details
from the Director of Highways, Transport and
Engineering, Personnel Section, Avon House North, St.
James Barton, Bristol BS99 7SG, or telephone Bristol
(0117) 987 4479 (answering machine on this number
after office hours).

Please quote reference number HTE/05703/4B when asking
for forms which must be returned by **24 February 1995**.

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(52630/UN/WW)

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**Apply Box No. 52746, Coach & Bus Week,
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(52746/UN/BFS)

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(52705/UN/BFS)

APPOINTMENTS AND TENDERS

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Due to promotion, a vacancy exists for the post of

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An attractive remuneration package is offered, including fully-expensed company car and relocation costs.

Applications must be submitted in writing to:
**Mr. L. B. Warneford, Managing Director,
Stagecoach Cumberland, PO Box 17, Tangier
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to be received no later than
Monday 27th February, 1995.**

(52634/A/APP)

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London SW1W 9SH**

(52646/A/APP)

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£10,080 - £12,300

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You will also play a key role in the surveying and monitoring of contracts and be required to assist with running the Wiltshire Busline telephone enquiry service.

You should have some experience of work in passenger transport, a knowledge of passenger transport functions and legislation and possess qualification to at least BTEC ordinary level or equivalent.

As surveys will be an important aspect of the job, you will need your own transport and be willing and able to work outside of normal office hours.

You should be able to demonstrate an ability to work on your own initiative to resolve problems encountered while out of the office, and an organised approach to planning your work and recording information.

You should be capable of working with computer spreadsheets and databases. Casual car user and subsistence allowances are payable.

This position is temporary for approximately six months.

For further information please telephone David Lovell on (01225) 713322.

Application forms and job description are available from Jane Jest or Caroline Wilkinson on (01225) 713319 or 713353 quoting Reference P&H95/01. Closing Date: 14th February 1995.

The County Council welcomes applications from all sections of the community irrespective of colour, race, gender or disability. The County Council promotes flexible working patterns.

Wiltshire
COUNTY COUNCIL



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Applications should be made in your own handwriting, together with a CV, to:
**Mrs D Williams, Chalfont Coaches of Harrow Ltd, 200
Featherstone Road, Southall, Middx UB2 5AQ.**

By 10th February, 1995

(52614/A/APP)



John Conroy, md



John Regan, finance



David Kirsopp, engineer



Ian Linsley, traffic

Busways: Four senior appointments made

By Richard Simpson

FOUR senior appointments have been made at Stagecoach's Busways autonomous subsidiary after the retirement of md **Eric Hutchinson**,

(Coach and Bus Week, 21 January).

Finance director **John Conroy** has been promoted to md, while **John Regan**, 35, has replaced him as finance director and company secretary. Mr Regan was financial controller with the company

and joined it in 1987, having previously worked for Deloitte Haskins & Sells.

David Kirsopp, 40, has been appointed chief engineer after transferring from Cumberland Motor Services.

Ian Linsley, 46, has been appointed traffic manager and is responsible to commercial director **Peter Nash** for all operational matters at Newcastle, South Shields and Sunderland divisions.

WS Coachbuilders post

UVG's Bus Division, WS Coachbuilders, is continuing its drive to capture a bigger share of the urban and inter-urban bus market.

Sydney J Smith, 49, has been appointed director of engineering and design. Mr Smith has an impressive track record, with managerial and engineering skills.

His career in vehicle engineering began in 1961 when he joined the

Kenning Organisation as an apprentice motor vehicle technician. This early experience with all kinds of motor vehicles led to a move, in 1967, into automobile production.

At Austin's Longbridge HQ Mr Smith learned basic draughtsman skills which he took with him to Leyland Truck and Bus in 1971.

The following years gave him a valuable foundation in vehicle design and development as well as a thorough grounding in the transport industry in general.

Next he became a designer, then team supervisor before moving in 1982 to Leyland Bus, Workington, as engineering manager, responsible for total product design.

In 1987 he moved to Hestair-Duple coachbuilders as executive engineering manager, controlling the drawing office and development department.

He then spent two years with NEI Cowans Boyd Crane-makers as project manager for rail products, before joining Walter Alexander coachbuilders, where he was engineering manager, forward projects, and quality manager.



Sydney J Smith

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 Coach Operator ☐
 Local Government ☐
 Other (please specify) _____
- Fleet Size (please specify).
 Bus.....
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1994 L DAF SB3000 Van Hool
Alizee 'DH', 51R/Toilet
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Retarder Van Hool Alizee 'DH',
51R/Toilet
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Hool Alizee 'H', 51R/Toilet
1994 L DAF MB230LT Auto Van
Hool Alizee 'H', 51R/Toilet
1993 K DAF KS3000 Auto Van
Hool Alizee 'DH', 51R/Toilet
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51R/Toilet

1990 G DAF MB230LT

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53R/Toilet

1989 F DAF SB2305

Van Hool Alizee 'DH', 53R

1989 F DAF SB2305

Van Hool Alizee 'DH', 51R/Toilet

1989 F DAF MB230LT

Plaxton

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1989 F DAF MB230LT

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1986 C DAF MB200FL

Plaxton

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1986 D DAF MB200FL

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